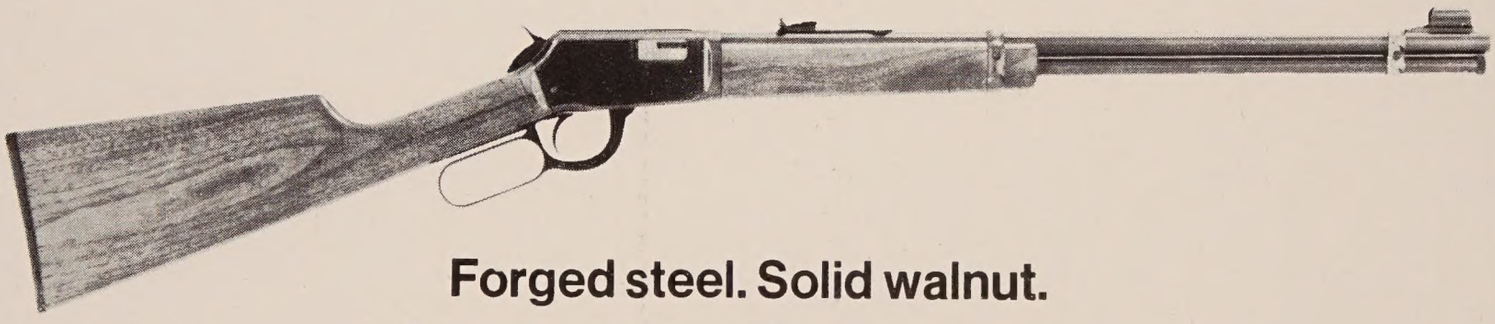
RAILROAD

DECEMBER 1975

MAGAZINE $1.00

WORTH IT?

With most rim fire rifles selling for less money why are shooters standing in line to buy the Winchester Model 9422?



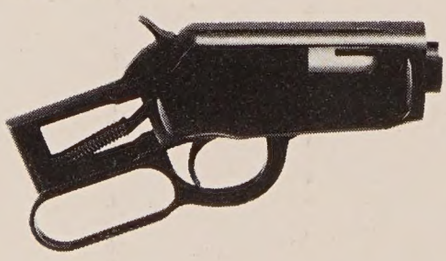
Forged steel. Solid walnut. Classic styling. Modern design. The big reasons the 9422 is "worth it".

It's true. There are many other rim fire rifles that cost less than the Model 9422. The reason they cost less money is that you get less gun. So if you have to pay a little more for a Winchester Model 9422 here's why we think you will find that it is "worth it".

Forged steel—not only in the barrel but also in the receiver, frame and finger lever. This means long life, great durability. (Compare this with other rim fire rifles that use cheaper alloy materials, such as zinc, in frame and receiver. This usually results in faster wear and a shorter life.)

Solid American Walnut—on the straight grip stock and carbine style forearm. (Compare this to so-called "Walnut finished hardwoods" that are actually nothing but cheaper grade birch, maple or cherry.)

Authentic, classic styling. The Model 9422 is styled after the legendary Winchester Model 94. (And who can better duplicate the true Western styling of this famous firearm than the company who first made it?)



Winchester . . . the way you want it.

WINCHESTER®

275 Winchester Ave., New Haven, CT., 06504

Magnum power. For a few dollars more the 9422M Magnum model lets you reach out further, hit harder. (This is the *only* lever action rim fire rifle available that is capable of handling the powerful 22 Winchester Magnum Rim Fire cartridge. In fact, this rifle was designed specifically for the magnum cartridge.)

Innovative features. A two piece firing pin mechanism that operates only when the action is completely closed and locked—for extra safety. Side ejection to permit low scope mounting. Adjustable, semi-buckhorn rear sight and bead front ramp sights included as standard.

For more reasons why the Winchester Model 9422 is "worth it" see your Winchester dealer.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

Vol. 99, No. 2 December, 1975

ONE DOLLAR

FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

ROBERT SMREK
PRODUCTION MANAGER

TOM LAMBERT
CIRCULATION MANAGER

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colo. 80302

FEATURES and STORIES

Pictures of NRHS Convention Trips 2
Photographs of the Month 13
Brass Pounder: Harwell E. Smith
by Freeman Hubbard 24
Fifteen Photographs of Steamtown USA
by Madeleine de Sinety 28
Snow on the Iron *(Fiction Story)*
by E.S. Dellinger 38
Locomotives of New York State Short Lines
Roster by Sy Reich 53

DEPARTMENTS

The Mail Car 4
Passenger Train Survey 18
In Search of Steam
by Mike Eagleson 22
Transit Topics
by Steve Maguire 47
Trackside in the Diesel Age
by Jim Edmonston 50
Information Booth
by Barbara Kreimer 56
The Hobby Club
by Sy Reich 59
Books of the Rails
by Gorton T.H. Wilbur 60
The Switch List 63
Coming Events 64
Pen Pals Wanted 64

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.

Copyright © 1975 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy $1.00 Subscription in U.S.A.: one year $9, two years $15. Elsewhere: one year $10, two years $16. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

During the latter part of November, 1930, eastern North Dakota was visited by one of the worst sleet and snow storms that it had ever experienced so early in the winter. By nightfall of the second day every wire on the Northern Pacific between Fargo and Jamestown, was dead. With several hundred poles downed by storm, train orders were sent by radio.

NRHS Convention Trips

Photographs by G. W. Gerhart

Fun at NRHS' 40th convention. Clinchfield's One-spot, arriving back at Knoxville from trip to Jena and Greenback in the early afternoon of August 29, 1975, rolls onto Louisville & Nashville's Tennessee River crossing, only to find a freight blocking line ahead. This slowdown allowed fans attending National Railway Historical Society gathering in Dixie to line up for a picturesque view.

The One-spot prepares to take off from Greenback, Tenn., returning to Mentor and Knoxville via the old mainline, now a weed-grown track which is soon to be abandoned. No. 1 with her three coaches had to make three tries before climbing this grade out of Greenback. A bad-tempered sander on the engine plus some greenery on the track didn't give her much traction. But she made it.

While One-spot is serviced at Greenback, some NRHS members take lunch break back of ex-L&N depot. Russ Schwartz, Tampa Bay Chapter (right), and Wil Gaylor of West Palm Beach.

Enroute from Knoxville to Bristol, on final convention day, 21-car special headed by 4501 plus three E-8 units backs up for photo runby at Bulls Gap, Tenn. Note fans on 2nd-floor balcony.

THE MAIL CAR

where editors and readers meet

TWO handsome Pacifics numbered 1246 and 1278, in Canadian Pacific livery, were photographed for our front cover at the Winter Steam Spectacular of Steamtown USA at Riverside, Vt., on December 28, 1974. The picture was made with a Yashica Mat 124-G by Ronald N. Johnson, 662 Highland Ave., South Portland, Maine.

Riding the rods. A hobo placed a board across truss rods under a car and rode on it. Even in good weather, this was very dangerous. You might doze, get careless, become too cramped, or lose your nerve . . . and roll under the wheels! At best, you were exposed to swirling dust and pelted by little stones whipped up from the roadbed. This practice is now obsolete because railroad cars are no longer built that way and because freight trains run faster and for longer distances before any stops are made.

From *Railroads in America*, by Oliver Jensen. Collection of Brown Brothers

LANDSLIDE VOTE. Hundreds of readers have answered Dr. Bernard L. Albert, who said in our September issue, "In my opinion, you would improve your magazine by dropping fiction," and our query, "How many readers agree with him?" The vote so far runs about 10 to 1 in favor of fiction, with belated returns still coming in. Under the circumstances, we see no reason for changing our present fiction policy.

This month's "Snow on the Iron" was written by E.S. Dellinger, Missouri Pacific and Frisco brakeman. Dellinger undoubtedly had more rail fiction published in magazines than any other writer in the world's history, but his work never appeared in any book we know of. For many years he lived in Albuquerque, N.M., and died there not long ago.

Your editor does not believe that our magazine ever printed a fiction story—with only about half a dozen exceptions—that was not written by a bona fide railroad worker, active or retired; and those few exceptions came from members of railroaders' families. For source material they delve into their own lives, into incidents involving fellow railroaders, and into the Book of Rules, etc. This explains why *Railroad* has an enviable record for the authenticity of its fiction. It explains, too, the landslide vote we have just mentioned. People who read our stories realize they are getting "the real McCoy." Here is a typical letter:

I look forward each month to the relaxing and fascinating railroad experiences in your fiction stories. It is evident from the operating information given that these stories are written by men who know what they are talking about. Thus I learn some of the de-

COZY NOOKS ON ROLLING WHEELS

Photograph by Virgil C. Staff

Passenger convenience on the Cleveland Airport transit cars.

A roomette on the Katy's *Texas Special* in 1948 was a great way to travel by rail in the Southwest.

A comfortable spot in observation car aboard *California Zephyr* six years ago.

tails and hardships of railroad life, especially in the days of steam locomotives. Being a retired General Electric Co. manufacturing engineer, I would not be interested in "kid stuff," and I cannot see why anyone should object to your fiction stories. I feel the same way about prudes who dislike the photos of young ladies that you publish.—T.L. Winestock, P.O. Box 566, Prescott, Ariz. 86301.

DEAR ABBY: I am one of those foolish wives who insisted that my husband wear his wedding ring at all times. My husband is a maintenance mechanic, and this is what happened. Yesterday, I received a call informing me that my husband was at the hospital. While jumping off a construction truck, he caught his ring on a piece of metal, and his finger was practically torn off. Please print this as a warning to other women who want their husbands to wear wedding rings to work.—Al's wife.

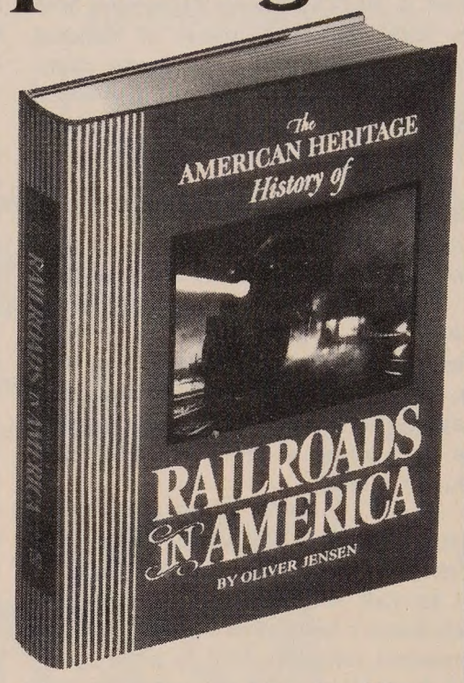
Dear Abby: When my husband and I were married we had a double-ring ceremony, and he promised he would never take his wedding ring off. And he never did. After a few years he gained a little weight and couldn't get it off. My husband was an electrician. Eventually his wedding ring wore a tiny hole through his insulated glove and a fatal contact was made. He died instantly. When his lifeless body was examined, the only sign of injury was a small burn where his wedding ring encircled his finger.—Electrician's widow.

Newspaper columnist Abby answered as follows: "So, dear wife, if your husband works around machines or electricity, tell

A corner in the buffet car aboard the British Rail's new *High Speed Train.*

"But once there was a splendor in the railroad's passage..."

—LUCIUS BEEBE



It's all here. All the color, romance, and excitement of American railroading. The early days. The glory days. The years of decline. The present era when hope for revival rises anew. This exciting, beautifully illustrated book rolls down the entire main line of the U.S.A.'s wonderful journey with trains—from *The Best Friend of Charleston* (which blew up) in 1830 to Amtrak today.

THE AMERICAN HERITAGE HISTORY OF RAILROADS IN AMERICA tells the splendid story of:

- **The heroic labor of pushing miles and miles of track across wilderness, desert, and mountain—until the golden spike was driven, and the continent linked end to end with bands of steel.**
- **The great men of railroading—visionaries, trail-blazers, builders, scoundrels, manipulators, fighters.**
- **The great train wrecks; the robberies; the sometimes bloody rivalries of railroads struggling for land, for mountain passes, for empire; the thrilling role of railroads in the Civil War.**
- **The antics of an uproarious lot of scalawag stockwaterers and corrupters of whole legislatures—culminating in the no-holds barred power struggles of Vanderbilt, Gould, Mellon and other robber barons for control of America's railroads.**

And much more! All in a lavish volume: 320 pages, 9¼ x 12¼, over 300 fine historical photographs, paintings and drawings—dozens in color. They show mighty locomotives, brave engineers, palatial depots, great trains (like that last word in luxury travel, the 20th Century Limited), landmark events in railroading history, and scenes of everyday life along the rail lines.

The book was written by Oliver Jensen, editor-in-chief of *American Heritage* magazine, who is not only a skilled historian but a railroad magnate. (Board Chairman of The Valley Railroad of Essex, Connecticut—strictly steam and six miles long!) Every page will bring nostalgic pleasure to anyone who remembers what train travel was like in the old days—and enlightenment to any member of the jumbo-jet generation born too late to savour the experience.

THE AMERICAN HERITAGE HISTORY OF

RAILROADS IN AMERICA

by Oliver Jensen

At your bookstore or use this coupon:

McGRAW-HILL BOOK COMPANY Rev. 09
Dept. PL, 25th floor
1221 Avenue of the Americas, New York, N.Y. 10020

Please send me **The American Heritage History of Railroads in America** in the editions and quantities indicated:

_____copy(ies) of the Regular Edition @ $24.95 until 12/31/75; $29.95 after

_____copy(ies) of the Deluxe Edition, slipcased and elegantly bound, $29.95 until 12/31/75; $34.95 after

Name_____

Address_____

City_____State_____Zip_____

Check or money order enclosed. Please add applicable taxes. RM

him to leave *all* rings at home—if you really love him, that is. Rings and other types of jewelry for women and men working with machinery and electricity are a major problem in industry. Sentiment is a poor excuse for wearing a ring when it can cause the loss of a finger, hand, arm, or even a life."

The Personality Parade

JOHN A. PATTEE retired September 30th as chief executive officer of National Railway Publication Co., but is still chairman of the periodical and data publishing concern. Arthur Yorke Allen, president, succeeded him as chief executive. Mr. Pattee, 70, joined the comapny in 1948 as advertising manager of *The Pocket List of Railroad Officials* and was given several promotions over the years. The company was founded in 1869. In addition to the *Pocket List,* it publishes *The Official Railway Guide, The Official Equipment Register,* and other periodicals, and maintains transportation industry data bases and systems. Its address is 424 W. 33rd St., New York, N.Y. 10001.

BILL MORGAN, who specializes in rail-girl photos, is probably our only contributor ever to visit Antarctica, a sub-continent which doesn't have even Eskimo girls, not to mention railroads. Bill is a bit lonely down there. If you feel like writing to him, the address is William T. Morgan, AG2, OPS/MET, Code 30, Navsuppfor Antarctica, FPO San Francisco, California.

PLEASE upgrade your rail-girl pictures to include more mature women. I believe your readers as a whole are in a higher age bracket than your mid-teenager photos seem to suggest.—Raymond E. Ouelette, 393 Circular St., Tiffin, Ohio 44883. (*Ed. note:* You are right. Photo contributors, bear this in mind.)

JOHN. F. DAVISON, a Southern Pacific engineer who retired last July 7th, can sit on the front porch of his home at 739 Morley Ave., Nogalez, Ariz., with his wife Mary, and gaze at the SP yard in which he used to work. The last steam engine he ran was SP 2534 in the Nogales yard in July, 1935, when diesel-electrics displaced steamers there. John began railroading in 1935.

AMERICAN RAILROAD FOLKLORE

Genuine railroad enthusiasts should also develop an interest in the music of the railroads. This stereo album is a collection of many of America's most famous railroad songs. Included are: John Henry, 900 Miles, Wabash Cannonball, Wreck of Old '97, and six others, all performed in the traditional American folk style. Additionally, I have included the words and a brief history of each song. Send check or money order for $5.00 (includes all postage & handling) to The Guitar Studio, 465 Samoht Ridge, Cincinnati, OH 45238. Dealer prices available on request.

INTERESTING RAILFAN Hal Wilmunder of Carmichael, Calif., former owner and operator of the Camion, Cable & Northern Railroad, is now employed as consultant for the Genesee County Parks and Recreation Commission in Flint, Michigan. They are building a narrow-gage, 9.5-mile operation with authentic 19th century equipment. Their Huckleberry Railroad will open next July 4th as part of the county's Bicentennial project, the Historical Crossroads Village, which will re-create a typical community of a century ago.

CORRECTION. The beautiful full-page photo of a D&H train in our November issue, page 41, should have been credited to railfanette Nancy Trenkansky, 190 Lower creek Rd., RD 7, Ithaca, N.Y. 14850.

ROBERT MENEAR of 257 Fairfield Ave., Tonawanda, N.Y., now retired from 45 years of rail service, logged nearly four million miles of train-riding. He worked as railroad messenger boy, brakeman, flagman, and finally conductor on the New York Central, then Penn Central, and Amtrak. He recalls when the *20th Century Limited* rolled out a red carpet for its passengers and gave corsages to the ladies. During the 18 months of 1967-'68 he was flagman on the *Century,* he regularly wore a red rose in the coat lapel of his blue uniform going east and a red rose westbound. How many red carpets, corsages, and roses can you find in railroading today?

JOHN L. MANSON of Smithtown, N.Y., who entered with his wife and three children, was the 200,000th visitor to the Railroad Museum of Pennsylvania at Strasburg, Pa., which was officially opened last April 22nd, reports L.P. Cummings of Lancaster, Pa.

A RETIRED New York Central cop, George Hubener, 1 East St., Schenevus, N.Y. 12155, is rather proud of his large collection of old NYC and Pennsy calendars.

ABOUT six years ago Mr. and Mrs. David S. McFalls, who ran a gift shop in the Louisville & Nashville station at Ocean Springs, Miss., bought a retired L&N caboose. They had it set on a siding beside their shop and refurbished as an added attraction. After Mr. McFalls' death in 1974, his widow sold it to the City of Biloxi, Miss., for $3,850, to be placed in the mall there as a landmark. But moving a caboose four miles from Ocean Springs across a bay to Biloxi was no easy matter. Eventually the job was done with help from the L&N and a Naval construction battalion (Seabees).

DENMAN K. McNEAR became Southern Pacific vice president-operations on October 15th. He replaces Richard D. Spence, who left SP that day to become president and chief operating officer of ConRail.

DAN PERKINS, a Burlington Northern brakeman, 17615 Maple Valley Highway, Maple Valley, Wash. 98038, expresses his opinion that "the divorce rate among railroaders is higher than the national average." (*Ed. note:* We doubt it. Who can supply figures?) Dan says that for this reason women should not be hired for train or engine crews, and adds: "I know of one case where an engineer's jealous wife threatened to leave him if he did not bump off of the road turn where he was working with a female fireman. He was spending more time with the latter than at home with his wife. I, for one, wouldn't want my wife riding a caboose unless I were the conductor."

Steam Reminiscences

DAN BEHRMAN's story, "Madeleine and I Ride the Cab," in your September issue, is excellent. The photos made by his wife, Madeleine de Sinety, are superb. Such features interest me much more than fiction stories. They take me back to the exciting days when I was a Canadian Pacific fireman and rode steam locomotive cabs in the 1920s. I made occasional trips with light engines or caboose hops, enjoying the gentle pounding of side rods and the muffled exhausts from the stack.

I always found the cab of a hand-fired coalburner a homey place, full of appealing sights and sounds. Lonely? Never! At times the work could be hard, scooping 12 to 15 tons of coal into a hungry firebox during a 125-mile trip with a full-tonnage drag. Such conditions could be a severe test for any lover of steam power. The faithful men stayed with it; the fickle ones quit. In those days railroaders had to be tough. Firing a steamer was no job for a weakling. In my opinion, there is no greater thrill than riding a steam engine cab. As Dan Behrman wrote, it's like a journey into outer space.

Photo of the 3716 in October issue, page 8, took me back to the time I fired that engine at Nelson, B.C., in 1927. In those days that 2-8-0 was a hand-fired coalburner, built in 1912. The engine which hauled the museum train on Vancouver Island was the 1077, a Prairie type, built in 1922 for work in the island's logging industry. The rails there are too light for the 3716. The 1077's boiler was restored by Herb Hawkins, aged 80.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W IN9.

JOE KARAL does not read *Trackside in the Diesel Age.* In fact, he dislikes diesel locos. Joe is a big man with engine-scarred hands. For 40 years he worked on Nickel Plate steam engines until he retired in 1959. He was known as the "boiler brains" of a special team of railfans that reconditioned the old Southern Pacific steamer 4449 to pull the American Freedom Train.

"Steam whistles brought a man to life," he reminisces, "but diesel airhorns sound like something the fish peddlers use to announce they're in the neighborhood."

Until she was moved to the Burlington Northern roundhouse at Portland, Ore., for repairs, the former "Daylight Queen" spent several years rusting and suffering freeze damage in the engine display at Oaks Park. As Joe checked her water pump, some time ago, he longingly recalled a colorful past and glanced around the time-worn and nearly empty roundhouse.

"These roundhouses used to jump with action—50 or 60 people busy in them all the time. But now they keep only two, maybe three, people around. There'd be a lot more people working today if the diesels hadn't started replacing steam."

PHOTO in your September issue, page 46, showed a dieselized Shay locomotive. You asked what happened to her. According to *The Shay Locomotive*, a book by one of your *Interesting Railfans*, Michael Koch, the engine is builder's No. 1590, standard gage, 20-ton, built 11/23/1905 for Burton Swartz Cypress Co., Carbur, Fla., as their No. 3. She was dieselized by Howard and Ed Nelson of Mississippi for logging along the Turio River in Colombia, S.A., in 1957. I think she is still in service. Another dieselized Shay, pictured in Koch's book, is on display at McClure, Va.—Leonard Woodford, 11704 N. E. 70th Ave., Vancouver, Wash. 98665.

MORE THAN 50 years ago I rode an engine cab on the Peking-Kalgan Railway near Peking, China. A huge locomotive, I don't remember her type, was steamed up, ready for action, and the engineer invited me aboard for a short ride. The cab I climbed into was incredibly dirty, and I had no gauntlets or seat mat. The engine snorted twice and gave vent to smoke from several places. The stench of sulphur was almost unbearable, especially when we roared through a short tunnel. The hogger only laughed at the distressed look on my face as I kept motioning for him to stop and back up. The coal must have had more sulphur than carbon.—L.R. Jewett, 5555 Hondo St., Yucca Valley, Calif. 92284

CUYAHOGA VALLEY LINES' maiden trip through the newly created Cuyahoga Valley National Recreation area ran into trailer bearing problems last June 28th. The new week-end line turns from the zoo in Cleveland, Ohio, through the valley into Akron, with a stop at the restored Western Reserve Historical Society Early American Hale Homestead. The 1918 steam engine is owned by the Midwest Chapter of NRHS and leased to the newly formed Cuyahoga Valley Preservation and Scenic Railway Association, Inc.

CVL uses the B&O Chessie System tracks on this "Saturday only" excursion. Tickets (150) for the maiden run sold for $100 a seat, including a dinner at the restored Hale Village, and a three-piece band on board. The inital run included 4 newly-painted passenger cars, a passenger car in need of paint, and a baggage car complete with diesel generator.

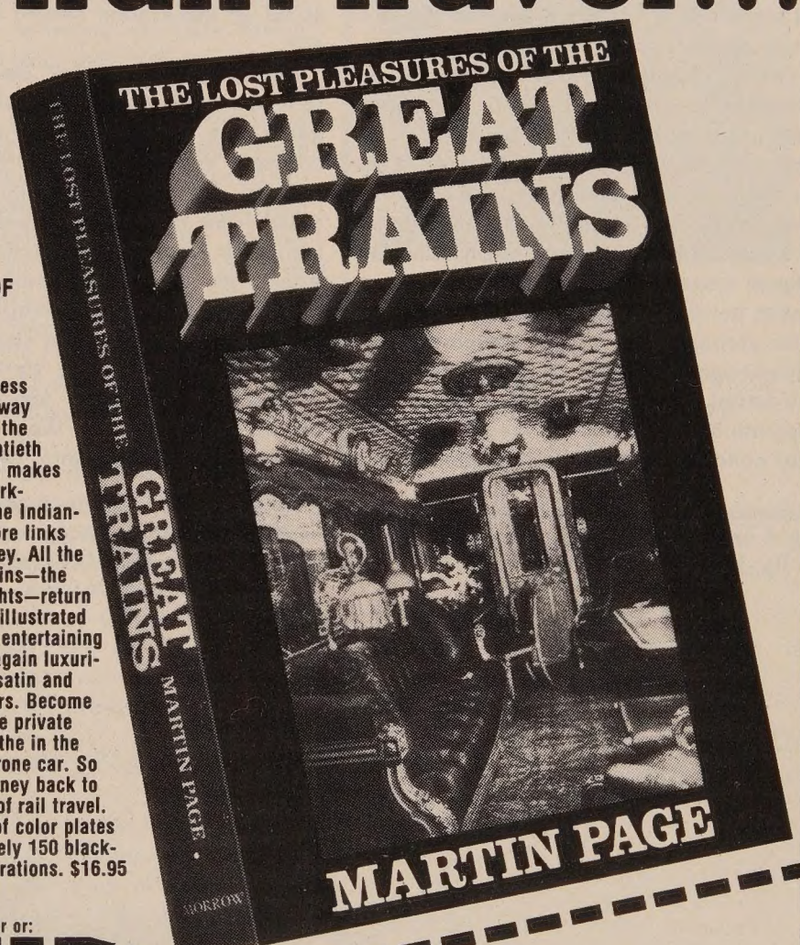
The train ran into labor problems before it left Cleveland. The United Transportation Union reportedly had originally agreed to a voluntary crew to man the train, but at train time the union changed its mind. This last-minute problem delayed the start by almost an hour. Leaving Cleveland at a restricted speed of about 20 mph, the train was greeted along its 25-mile route by crowds lining the right-of-way.

Upon reaching Bath and discharging the passengers for dinner at about 10 p.m., it was discovered that the engine's right, rear, main trailer bearing was cherry-red and the grease was on fire. So the B&O management decided to run the engine onto a spur down the track a half-mile and send the B&O crew by auto to Akron to get a diesel unit. The diesel was to come out to Bath and pick up the now-empty cars, take them to Akron, turn them around, and come back to Bath for the passengers and take them back to Cleveland. This was done. The trip ended at roughly 3 a.m. Sunday.

Electrification Problems

I AM a little surprised that you published E.J. Quimby's remarks on the "mysterious reasons" behind the de-elec-

Return to the golden era of train travel...



THE LOST PLEASURES OF THE GREAT TRAINS
by Martin Page

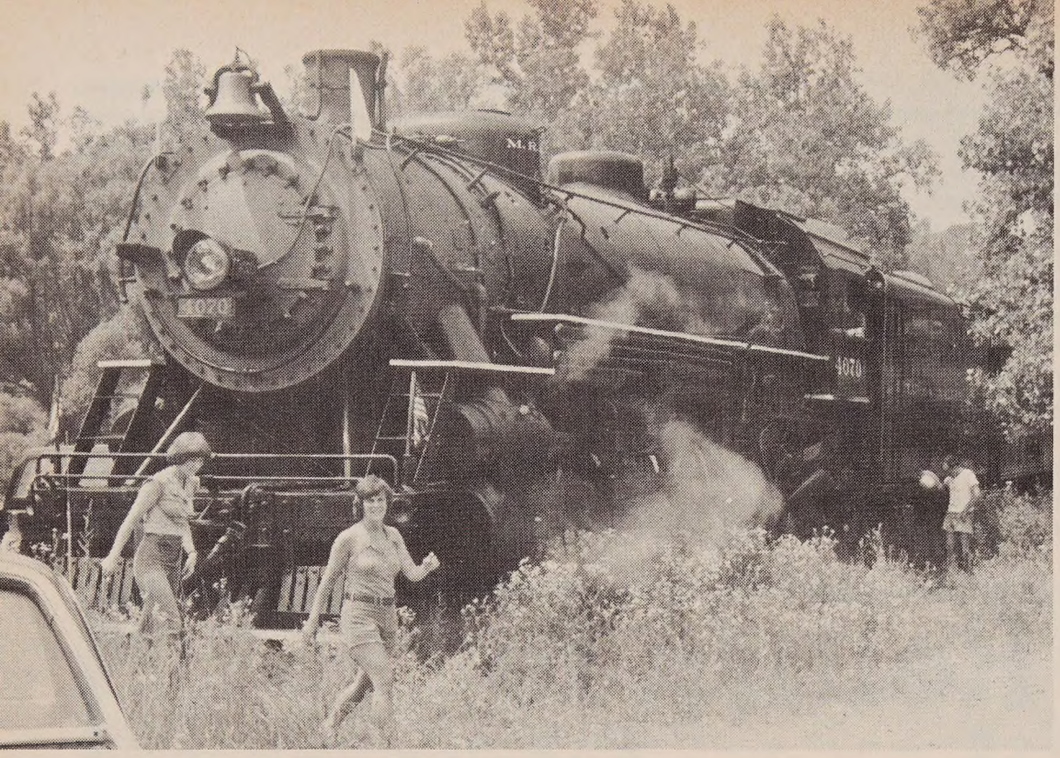
The Orient Express again puffs its way elegantly down the track. The Twentieth Century Limited makes another New York-Chicago trip. The Indian-Pacific once more links Perth and Sydney. All the great luxury trains—the sybarite's delights—return in this lavishly illustrated and completely entertaining book. You can again luxuriate in the silk, satin and chamois interiors. Become bedazzled by the private salons. Even bathe in the majesty of a throne car. So join us in a journey back to the golden age of rail travel. With 16 pages of color plates and approximately 150 black-and-white illustrations. $16.95

At your bookseller or:

WILLIAM MORROW
Dept. JAC-RM,
105 Madison Ave., N.Y. 10016

Please send_____copies of The Lost Pleasures of the Great Trains @ $16.95 each plus 75¢ each for postage and handling. I enclose check or money order for_____total. (Please add sales tax where applicable.) I understand I may return the book for refund within 10 days if not completely satisfied.

Name_____
Address_____
City_____State_____Zip_____



Repair work under way on Cuyahoga Valley Lines' 4070 at Bath, Ohio, June 28th.
Lewis J. Richardson, Box 172, Peninsula, Ohio 44264

trification of the Milwaukee Road. To anyone willing to look at the problem with a calm mind, the reasons are rather plain. To put them into a one word answer, the reason is *economics*.

Three modules make up the electrification: the overhead structure, the generating/power distribution plant, and the motive power. I will take a quick look at the condition of each and then at the alternatives available. First, note that the system as it existed at the end was pretty much the original system, except for some additional motive power. The overhead lines and poles were probably the original equipment. The original poles had been located in the earth and rotted off. At some later date concrete supports had been added. The poles were in poor condition and had to be replaced. The wire also was in poor shape, according to what we were told by people on the line, and needed extensive work. We are talking about an installation almost over 55 years old.

The generating/power distribution system was in fair shape; and while the motor generators, etc., don't wear out as fast as do other systems, they were getting well into the end of their economic life. They could have run 10 or 20 years more, but with a fair amount of maintenance required. Again, this information came from personnel on the spot. As for motive power, the electrification was in bad shape in its final days. Not enough units were available to maintain a full electric operation, and the old box-cabs were on their last legs. The system was broken into two parts. This didn't help the motive-power situation, as trains had to stop and change locomotives three times on their trips to and from the West Coast.

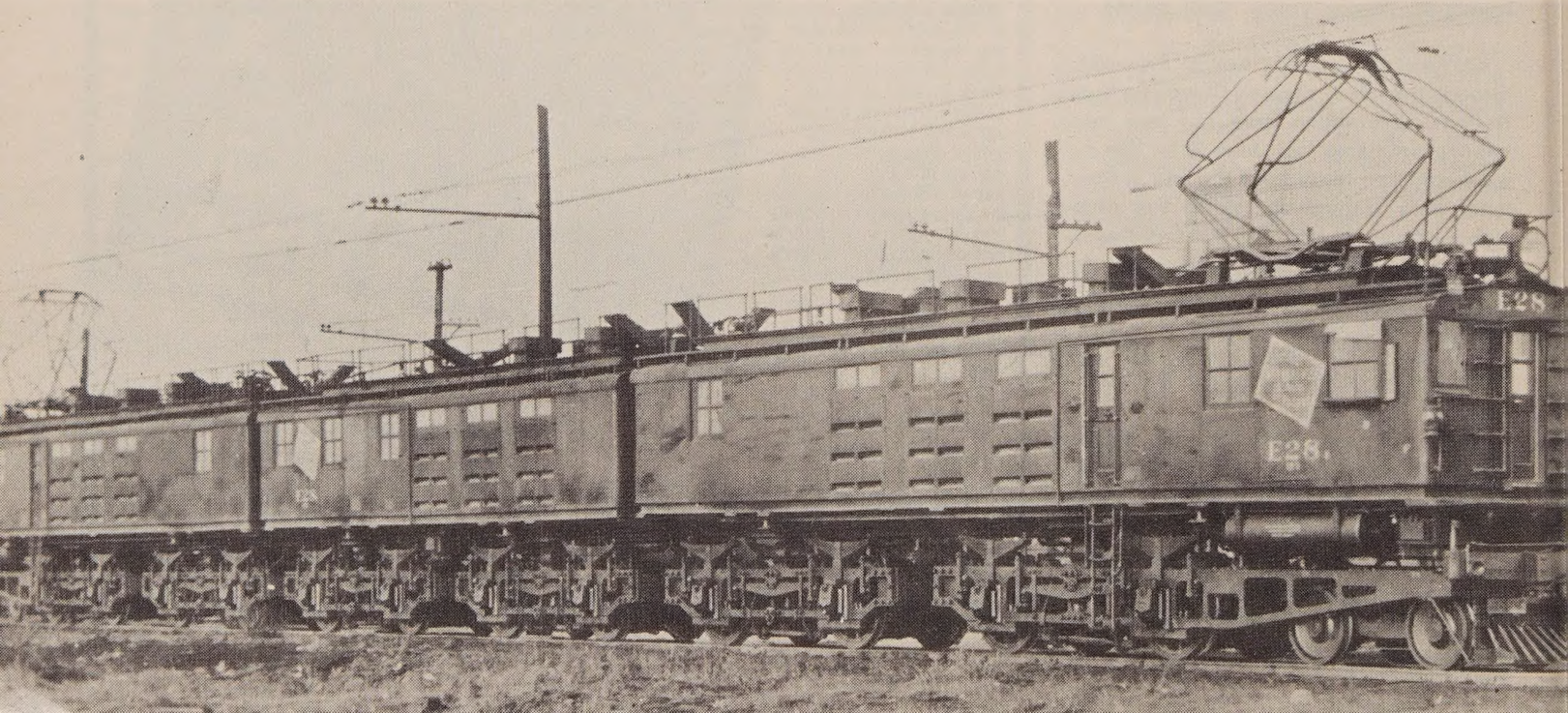
What were the alternatives? The least that could have been done was to rebuild the overhead, but this would require almost an entirely new system. It isn't cheap to put up this much overhead, with only three trains a day in each direction, it would be hard to justify this expenditure. If you put up overhead on both divisions, you would almost have to include closing the gap between the two to justify continued electrification. This would add to the cost.

Meanwhile, the steamer with a bad bearing was resting in the woods on the spur near Bath. Some MNRHS members worked on the bearing Saturday night and Sunday. They could find nothing major that had caused the overheating. The bearing was fine-sanded and repacked. The B&O management would not permit the engine to run by herself back to Cleveland on Sunday afternoon, but had her hooked onto the Monday westbound local freight for movement.—L.J. Richardson, P.O. Box 172, Peninsula, Ohio 44264. (*Ed. note:* Did anyone get a photo of her inglorious return to Cleveland?)

If you rebuild just the overhead, you still haven't solved the problem. You could perhaps get by with the present power system, but that also involves problems. However, the stable of electric motive power was not large enough to handle all the trains on the Rocky Mountain Division, much less handle the Pacific Coast lines or the gap that should have been electrified to avoid locomotive changes.

To be fair, you would have had to count out what remained of the box-cab motive power, except as for spare use or some helper/yard operation. The "Little Joes" were reaching an age where you could expect to get more problems, so they should

Oldtime juice power on the Milwaukee Road, built in 1915 by General Electric Co. as a two-unit locomotive. Several units combined and modified made three-unit engines used to haul heavy freight over the Rocky, Bitter Root, and Cascade mountains. Originally 10208A and B and 10210 B. Renumbered as shown in photograph taken in 1939. Anyone know when they were scrapped?



An Amtrak GG1 at Princeton Jct., N.J., with the southbound *New Englander* on a hot day in August, 1975. Fireman is shown checking a sticking brake shoe.
Bjarne R. Henderson, 1423 Cedar Drive, Mays Landing, N.J. 08330

begin looking for replacements. Now, comes the rub. Do you stick with the present power distribution setup, or go for a high-voltage, AC industrial-frequency setup? If you stuck with the old setup, the Little Joes could run for several years more, but you would be tieing your operations to the electrical knowledge of the early 1910s/20s. A lot of advances have been made since then, particularly in development of the industrial-frequency AC locomotive. If you go for this, with its advantages, then you lose whatever is left in the Little Joes. And of course, if you stick with electrics, you have a fleet of locomotives that can be used only under the overhead.

As for the remains of the generation/distribution system, you are going to either stay with the old DC system and figure on having to replace it in the near future, or going to industrial cycle AC and replace it now. What it boils down to is that you are almost going to have to re-electrify the entire system, almost as if you were starting from scratch. And it makes little difference if you stay with the old DC setup or try a new AC setup; you will have to replace almost the entire operation.

How would you pay for it? At the end, you had only about two through trains a day in both directions, plus one electric "peddler" in each direction. With that kind of density you have a hard time in making an economic case for electrification. Consider also that the Milwaukee is not one of the more prosperous roads. How could it possibly find someone "dumb" enough to loan the enormous sum of money needed for this project?

You may say it would pay for itself in 10, 20, or 30 years; but if you don't have the money available right now to install a total new system, what can you do? While using diesels would probably be more costly for the Milwaukee in the long run, that is likely to be cheaper in the short run. It's as simple as that. The old system was worn out and the company could not afford to replace it. I don't take pleasure in contradicting E.J. Quinby. I'm a member of the Electric Railroaders Assn. myself and I hated as much as he did to see the operation go, but I can't see how the Milwaukee Road could have done anything else than de-electrify. It is rather clear that they didn't have the money to re-do the electrification, and I guess they could not borrow the funds for it. It is also clear to me that nobody in his right mind would want to put his money into an operation such as this one with such a low rate of return. I do not think that even nationalization would have helped the problem.—David J. Williams III, 5079 Blacksmith Dr., Columbia, Md. 21044.

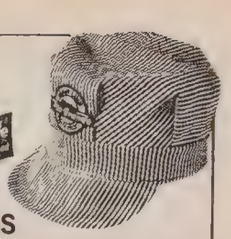
A STRONG pitch for electrification of high-density rail routes was made before the House Interstate and Foreign Commerce Committee by General Electric Vice President Thomas A. Vanderslice. He said electrification of 10 percent of the rail routes could save 2 to 3 billion gallons of fuel annually, improve efficiency, and financial viability of the railroads. The GE official noted that some 22,000 miles of heavy-density lines in the nation handle 50 percent of the gross tonnage.

Vanderslice recommended Federally guaranteed loans or other types of assistance to promote electrification. He said ConRail should be given extra money for such projects. Electrification of major routes in the Chicago, Cleveland, Albany, Pittsburgh, Toledo, and Detroit areas, he said, would serve the national interest and enhance ConRail's viability.

Our Monthly Newscast

MASSACHUSETTS will buy 16 railroad freight lines, totaling 162 miles, to protect some 7,500 jobs which could be lost under the Federal rail reorganization plan. Gov. Michael S. Dukakis decided this after meeting with Arthur Lewis, chairman of the U.S. Railway Association, which has submitted to Congress a massive rail reorganization plan for ConRail. The Conrail proposal would abandon 16 freight lines in central and eastern Massachusetts.

THE LARGEST single lumber shipment ever loaded onto a single rail-car was shipped via Southern Pacific from the Publish-


CLOTH
RAILROAD EMBLEMS
HICKORY STRIPE ENGINEER CAPS
SERVING: RAILROADS—MUSEUMS—
DEALERS—INDIVIDUALS—CLUBS
HISTORICAL SOCIETIES
INQUIRIES WELCOMED
OVER 375 DIFFERENT DESIGNS IN STOCK
MANY FROM DEFUNCT LINES
LIST & TWO SAMPLES EMBLEMS $1.25
BOSCH EMBROIDERY INC.
P.O. BOX 8565 KANSAS CITY,
MISSOURI 64114
ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926

REAL STEAM TRAINS
15″—16″—24″—36″
GAUGES

"LITTLE TOOT"
CROWN METAL PRODUCTS CO.
WYANO, PENNA. 15695
Send for FREE circular

a detailed
COLORADO RAILROAD
map
Our popular all-time Colorado railroad map reprinted—NOW with 8 rare map reprints on reverse! 3 colors, 24 x 36— $3 ppd.
Colorado Railroad Museum
DEPT. R, BOX 10, GOLDEN COLO. 80401

"AFT 1, 759 & 6060"
All on one great stero cassette. Side A, exclusively AMERICAN FREEDOM TRAIN engine #1 (#2101) in Mass., N.H. & Vt. Side B, engine #759 in the Poconos & N.H., engine #6060 in Canada. Start-ups, steep grades, pacing. One hour $6.95 postpaid first class NJ tax.
MenkelSounds
Box 195 Rutherford, NJ 07070

AUTHENTIC REPRODUCTIONS **THE PENNSY BELL**
Now available in ¼, ½, ¾ & full size

GIESLER ENGINEERING, Box 35, Lenni, Pa., 19052 215-GL-9-2030

ers Paper Co. plant at Liberal, Oregon, to Phoenix, Arizona. The car contained more than 75,000 board feet of green Douglas fir dimension lumber—enough to frame 17 moderate dwellings of 1,500 square feet each. This is slightly more than twice the amount of lumber in most normal shipments.

A NEW high-speed freight train on the Santa Fe cuts one day from transcontinental delivery schedules. Called *The Chief,* the all-piggyback consist leaves Chicago at 10 p.m. Mondays, Tuesdays, and Saturdays, arriving in Los Angeles at 11:59 p.m. two days later. On Fridays, departure is at 11:30 p.m., with arrival in Los Angeles at 3:30 a.m. Monday. *The Chief* competes with trucks on a schedule basis and, coupled with the price advantage the Santa Fe can offer, is expected to attract a large amount of traffic now moving over the highways. The only faster rail freight service to Los Angeles is Santa Fe's *Super C,* a premium-rated piggyback and container train that makes the transcontinental run in 40 hours or less.

PENN CENTRAL is improving and refitting 250 existing boxcars to expand its equipment fleet for hauling processed food products. Fifty-foot cars of 70-ton capacity are moving through the Samuel Rea Shops at Hollidaysburg, Pa. Repairs are being made to running gear and other mechanical parts. Inside, heavy wooden flooring and lining on sides and ends are being applied. The entire lining within each car is being covered with an epoxy to assure a smooth clean surface which will not damage shipments of cereals, flour, sugar, and other foodstuffs.

SOUTHERN RAILWAY has signed a contract with a Birmingham company for the design and construction of a $13 million coal transloading, storage, and blending facility at Pride, Ala., on the Tennessee River near Tuscumbia. Due for completion late in 1977, it will receive barged coal from mines in the Ohio-Mississippi River area. Southern unit trains will distribute the coal to electric generating plants. (A unit train shuttles back and forth between origin and destination on a rapid turnaround basis, carrying one commodity.)

BETHLEHEM STEEL's South Buffalo Railway, established around the turn of the century, is hit so hard by declining steel business and falling activity of its other major customers that it has laid off about 300 railroad employes, leaving an active work force of only about 550. It is a terminal switching line with over 100 miles of track in Buffalo, Lackawanna, and Hamburg, N.Y.

Canada Heard From

ANY government policy to be effective must be concerned with people; its only measure and purpose is the effect it has on the lives of the greater number of its people, editorializes the *Canadian Railwayman.* And that is the weakness in Canada's new transportation policy as enunciated by Jean Marchand. This policy is biased toward the few who are affluent and rich, or who travel on government or company expense accounts, and it is discriminatory towards the poor, the disadvantaged, and the young.

The policy is biased in that its authors are air- and highway-minded and are ignorant of railway passenger usage in Canada. Already Canada is spending six times more per capita on highways and airports than is the United States and yet our transportation policy makers would have us spend even more. They are civil servants who seem to have a vested interest in spending more of our money.

Ecology, land use, and energy are neglected entirely in the federal transport department's plans for the future. In their singleminded way, they are neglecting history or simply pushing aside the fact that the U.S., the world's richest country, is even now turning its back on airport and highway interests in favor of the poor cousin in transportation usage, the railway passenger train, and is spending billions of dollars to refurbish and rehabilitate rail passenger service via the national corporation, Amtrak. In Europe, too, notably in Holland, the emphasis is coming off airports and highways and is again directed toward rail passenger service.

Much of the blame for destruction of rail passenger service in Canada must lie with members of Parliament who are neglecting their constituents in allowing the continuing down-grading of such service.

CIRCUS feature in your July '75 issue said there were no casualties in the wreck of the Al G. Barnes Circus train at Canaan, New Brunswick, on July 20, 1930. Actually, four circus crew men and a boy who was not a crew member were killed. The boy's body was sent to his home in Frederick, N.B., for burial. Three crew men are sleeping out eternity in Elmwood Cemetery at Moncton, N.B. The fourth crew man was interred in his Illinois home town. Nineteen persons were injured; property damage ran to $100,000.—C. Warren Anderson, P.O. Box 832, Sussex, N.B., Canada.

FOR AT LEAST one more year CP Rail will continue to operate the Bay of Fundy ferry service between Saint John, N.B. and Digby, N.S. Negotiations between CP Rail (the operator) and the federal government (the owner) have resulted in a one-year extension of the agreement of Dec. 1974.

If you were a railway with more than 430 tracks concentrated in one large urban area—along with 19 yards and 8 connections to other railways—how could you check up on the 5,000-odd rail cars found there at any given time? The answer now is: with some difficulty, lots of paperwork.

CP Rail is designing a new computer-based "yard activity reporting and decision system" that will be the key to faster, more efficient customer service for its Vancouver region. The system will be in operation by 1976, at a cost of more than $2 million.

"This master terminal control will provide far more information than any other system developed yet in North America," says A.F. Joplin, vice president, operation and maintenance. "We plan to extend it to yard operations across Canada."

The project is an expansion and refinement of CP's national computerized inventory and location system that keeps an eye on the company's fleet of more than 72,000 cars. While the older practice can trace a car to a station or terminal, it cannot provide the detail needed for activities within the yards. This is where the new idea will take over. The inventory and car control at Vancouver is now being performed largely by manual means—transcribing car numbers and other data from waybills to color-coded cards placed on large inventory boards. The card's color and location on the board tell a supervisor where the car is, where it should go, and what to do with it. Next year, a list describing what is to be done with each car on each track will be displayed on screens and printed for the crews.

The situation at Vancouver is complicated by the 3 separate control areas of rail operations within the "terminal"—Coquitlam, with its marshalling yards and shops; the New Westminster; and Vancouver itself, including the Burrard Inlet waterfront, several small yards, industrial areas, and interchanges. Each area has its own inventory control center. Transferring facts from one center to another is time-consuming.

CP Rail cabooses are now being serviced and maintained indoors. The scattered and makeshift facilities that previously did the job in Toronto yard at Agincourt have been consolidated into a $710,000 servicing shop. This shop processes 35 cabooses during a 24-hour period, overhauling the engines and emptying the toilets. Interior and exterior checks cover stoves, refrigerators, and the locks on doors and windows.

CANADIAN NATIONAL is doubletracking 12 miles of transcontinental mainline in Alberta between Bissell and Spruce Grove, at a cost of over $9 million, to increase capacity on its heavily-used route west of Alberta. Increasing shipments of coal, potash, and sulphur plus heavy movements of grain and general commodities make this project necessary.

To build the new double-track section, CN requires a thin strip of additional right-of-way to contain slopes and provide room for drainage. The railway has already moved to expropriate the property required. This is a normal procedure where many owners are involved and immediate access

to the property is needed. Settlements with individual owners will be negotiated in the usual manner.

Overseas Railroading

A CONTROVERSIAL issue in ConRail is the elimination of so-called low-productivity mileage. Under the "final" plan offered by the U.S. Railroad Administration, this would cut off about 25 percent of the present network, or 5,100 of the 21,200 miles. Since European railroads are often cited as a prime example of the need to retain a modern and efficient rail plant, it might surprise some readers to learn that the Federal Railways of West Germany contemplate a reduction in route mileage and personnel of much greater proportion that even the most drastic shrinkage envisioned by USRA.

The German news-magazine *Der Spiegel* reports that, in order to lower an expected deficit equivalent to $6.8 billion of U.S. money in 1980 (against a current deficit of $4 billion) the Federal rail management may possibly cut route mileage and personnel by as much as 60 percent by 1980! in its extreme form, the plan foresees a total network of only 3,750 miles and 100,000 employes. At present, the *Deutsche Bundesbahn* has about 18,150 miles, with 400,000 employes. on an average, it runs 20,000 passenger trains carrying 3 million riders every 24 hours. If this figure seems excessive, bear in mind that West Germany is densely populated and its rail lines handle virtually all of the vast commuter traffic. Like the U.S. rail industry, including Amtrak, wages have been skyrocketing so that 72 percent of German Federal's costs involves labor.

Der Spiegel reports that an obscure office within the headquarters of the *Deutsche Bundesbahn* in Frankfurt, called "network conception," has worked out three possible options for radically dismantling the German rail plant, which will be presented to Parliament upon final approval by the board of directors and the West German Government. They are: (1) 3,750 miles, 100,000 employes, (2) 6,250 miles, 170,000 employes, and (3) 9,380 miles, 250,000 employes.

The *Bundesbahn* general manager concedes that in view of the political situation, chances for adopting plan 1 or 2 are almost nil, but insists on reducing the route network to about 10,000 miles.—Alfred E. Ehm, 170 Carousel Dr., San Antonio, Texas 78227.

(*Ed. note:* We read glibly about budgets that run into billions of dollars, but how much is a billion? If you stood over a big hole in the ground and kept dropping $20 bills into it at the rate of one every minute, day and night, it would take you 98 years to throw a billion dollars into the hole!)

THE NEW Tube link from London, England, to Heathrow Airport, due to open in two years, could well become the world's most profitable new railway and one of the busiest. More than 10 million travelers a year are expected to use it, off peak and on, into London and out, adding nearly £5 million a year to London Transport's revenue for little over £500,000 additional operating costs.

The project reaches the halfway stage with the recent opening of Hatton Cross station on the airport perimeter, two and a half miles west of the former end of the Piccadilly Line at Hounslow West. Even this limited extension is expected to bring much new business to London Transport's Underground system from Heathrow's 50,000 workers. But the real rewards will come in July, 1977, when the link right into Heathrow Central is expected to carry up to 25,000 passengers a day, or 60 percent of all airport travelers other than those in private automobiles.

Passengers on London's Underground trains may be getting used to delays in the service, but even they will blink at the story of the train which set out from Sydenham Gate in 1865 and has not yet arrived at the Armoury at Penge, southeast London.

The train, which was blown along by compressed air, ran as an experiment and may have been Britain's earliest passenger train.

Underground enthusiasts believe it may have been abandoned in a long-covered and forgotten tunnel at Crystal Palace. Just recently, volunteers led by Peter Davis, secretary of the London Underground Railway Society, started to dig an experimental trench in Crystal Palace Park as a first step toward finding it. Will some English reader please tell us the results of this search?

BALKAN train robbers do not wear black hats or ride horses. So, I scarcely glanced at the shadowy figure who entered my second-class compartment on the midnight train out of Zagreb.

"*Slobodan?* (Free?)" he asked, gesturing grandly toward the totally empty bench opposite mine. "*Da, slobodan, slobodan,*" I grumbled, burrowing once more into the warm recesses of my overcoat.

"Can't you see, you idiot?" I thought as I lapsed into a weary sleep, lulled by the hypnotic *clickety-clack.*

But in wakeful moments I noticed that my new companion seemed to sleep more fitfully. He lay down, got up, went out, came back, lay down, got up, went out, came back. Sometimes he even vaguely looked like somebody else. *Clickety-clack, clickety-clack, clickety-clack.*

How many there were or whoever he was, he was gone as the train rolled into Belgrade station on that cold winter dawn. And so, I discovered, were the travelers' checks and passport that I had carefully stowed in the inner pocket of my jacket while still alone in the compartment the night before.

"Well, you're not the only one," the U.S.

The Conger Lantern

There really isn't a thing we can say about the Stainless Steel Conger Lantern, that hasn't been said thousands of times before by professional railroaders since 1910. They've loved it and learned to depend on it, and so will you.

Campers, homeowners, farmers, mechanics, treasure hunters, collectors, sportsmen, and of course railroad buffs, anyone who needs a long lasting, heavy duty, dependable, portable lighting unit can now own a Conger Lantern. More than a light, a piece of history for a price far less than you'd expect to pay.

The Authentic Railroaders Lantern

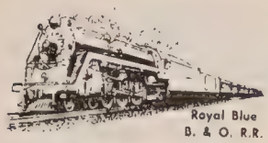
$9.95 Made in U.S.A.

Add $1.00 for postage and handling. We will include the battery for an additional $1.50.

Money back guarantee.
Send check or money order to:

TRACK SHACK

P.O. Box 20574d
Portland, Oregon 97220



Railroad Rubber Stamps

Choice of 36 designs (actual size is 2" long) with your name or model railroad name and address (3 lines) $4.75 or design alone $2.75 Alco PA, PCC, Amtrak Metroliner, Coast Daylight, etc.

1976 New England Railroad Calendar $2.50 ppd. 1976 Pass Swappers Catalog - 50c ppd. Send SAE for illustrated listings of above or order from ad.

28 Page Catalog No. 11 of custom printed passes, stationery, address labels, tickets, forms - including samples and above lists $1.50 (refunded w/order)

Railroad Printers

P. O. BOX 174-RR BOSTON, MASS. 02132

Railfans:
Authentic Kero Lanterns
For Brochure send 9-1/2x4 SAE to

MICHIANA LAMP SUPPLY CO.
Dept. A
1624 Cone Street
Elkhart, Indiana 46514

Railroad Dining Car
Silverware, China,
Glassware & Linen

For FREE Catalog
send now to

A&M SALES
P.O. Box 133
Greenlawn, N.Y. 11740

LANTERNS, KEYS & LOCKS, TIMETABLES, PASSES, PHOTTS, CHINA and PAPER are a few of the more than 50 member collecting interest classifications listed in the RAILROADIANA COLLECTORS ASSOC. annual DIRECTORY. It also lists members alphabetically and geographically. The quarterly EXPRESS has photos, articles on Railroadiana and History, membership lists and free ads. Dues $6.00 yearly. Info. for a SSAE. Dan Moss, Sect., 405 Byron Ave., Mobile Ala. 36609.

Steam Train For Sale

3 ft. 1924 0-4-0 loco with tender. Running gear completely restored 1968, new boiler 1972. Maintained in A-1 condition. Hauls two coaches containing automated life sized circus animals with audio to match. 60 passengers with animals, 120 without. One quarter mile 30-lb. rail with ties.

**Write or call Louis Busch Hager,
120 Madison Avenue,
New York, N.Y. 10016;
212-MU 6-9244.**

local consular officer reassured me as he restored my identity with a new passport. Indeed, I wasn't. American travelers have long marveled at the economy, convenience, reliability, and cleanliness of European trains; but these advantages are increasingly offset by a robbery hazard that has become endemic in recent years.—Charles Doe (address unknown).

HONG KONG will build an underground railway for 15.6 miles from northeastern and northern Kowloon through the peninsula to the central district of Hong Kong island via a cross-harbor tunnel. It is being designed to permit extension in future years. Construction began this past October, with early 1980 given as a completion date. Cost is estimated at $1.16 billion, to be financed by export credits and local and offshore loans.

BRITISH RAIL is making it easier and cheaper for certain invalids to ride trains. Each wheelchair patient and one attendant can now travel by half-fare. On new coaches coming into service on the London Midlands route, and on others later, special facilities are provided in the form of a removable seat and table at the end of each first-class coach for a wheelchair.

AFTER nearly a decade of construction, Russian tracklaying crews, driving a 400-mile feeder railroad northward from the Trans-Siberian mainline, have reached the fast-growing Siberian oil fields. The line is being laid at high cost through virgin forests and almost impassable swamps. Its purpose is quite plain. Siberian oil fields are being developed so rapidly that they rank first among the world's oil producers, yielding nearly nine million barrels a day!

A NEW electronic fault-detecting and recording apparatus will safeguard against derailments by pinpointing defects in wheels or axles of British Rail's huge freight-train fleet. Former Swindon apprentice Bob Hancock invented it. The apparatus is now being installed on all regions so that thousands of cars can be tested regularly for defects not otherwise seen without the cars being stripped down.

It consists of a four-ton concrete pad, ten-feet-long, placed under the rails which rest on electronic load cells. The cells are coupled with lineside amplifiers. As freight cars pass overhead at normal speeds, any axle or wheel defect is instantly picked up and transmitted as identifiable signals to a panel in a nearby signalbox. Improved pads will weigh nine tons. Much like a hospital cardiograph, the defects are recorded on a paper roll as uneven squiggles in a continuous line of even squiggles.

152.3 Miles Per Hour

A TRACKSIDE toss of the coin decided that Bob Kerr should drive the APT-E on the last of its 12 important runs on British Rail's Western Region, reaching a speed of 152.3 mph.

Dining on British Rail's *High Speed Train.*

"I just happened to be the one of four experienced drivers," he says, "any one of whom could have been sitting in the driving seat at the moment when the Derby research team aboard decided that conditions were just right to go at that speed."

Bob attained that record speed although one of the ten powerful gas turbines was out of action. The historic test runs took place over a period of three consecutive Sundays on the near-22-mile stretch of main-line track between Uffington (Wilts) and Goring (Berks).

APT-E consisted of a four-car set, two of them power cars. The other two cars were crammed with scientific instruments and computers—and 30 Derby research men and one woman who had to wedge themselves in to operate the instruments and swiftly analyse their findings. On the very last trip Bob Kerr broke the speed record.

"We left Uffington at 10.10," he says. "It was a good ride, but you don't realise the speed you are doing because you ride so well. You just glide along and you can't feel the speed at all. I was watching the gage all the time and I wanted to see it go round as far as I could, especially since the research boys had set their sights at 155 mph. Weather began to get very warm, and the heat and temperature has an effect on the engines because they are still experimental.

"The word that we were trying for a record must have got around, because sightseers with cameras were clustered on bridges ahead of us. The railfans were kept off the main station platforms, but found their way into trackside fields." •

PHOTOGRAPHS OF THE MONTH

Hustle and bustle at the depot at Edwardsburg, Mich., on a pleasant day in 1908. It was a four-hour ride on Grand Trunk to Chicago.

From Railroads in America, by Oliver Jensen. Collection of Harnish Archives

Collection of Gorton T. H. Wilbur

Wrecks were all too frequent on the Central Vermont long ago, as seen at wintry Bethel, Vt., with pile-up of 409. Anyone know details?

Sierra No. 34 and No. 28, relettered T.P. R.R. Nos. 1496 and 3582 for filming of United Artists movie, *Bound for Glory*, just west of Warnerville, Calif., on September 15, 1975.

Steam fans cringe at sight of Royal Hudson No. 2860 being hauled south of Squamish, B.C., by British Columbia Ry. diesel 708 on Sept. 14, 1975. Ex-CP steamer had distributing valve trouble leaving engine without air brakes.

Brian R. Curnow, 320 Lyons St., Sonora, Calif. 95370

Cherryl Ashby, 2689 Alderwood Dr., San Jose, Calif. 95132

Like old song, *Sentimental Journey*, about lonely person waiting for train, a gal paces outside CNR depot at Windsor, Ontario.

John Uckley, 414 W. 4th St., Monroe, Mich. 48161

Mennonite girls line up for tickets at Kempton, Pa., station in Sept. 1975 for ride on Wanamaker, Kempton & Southern R.R. train.

Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

Seagoing Locos. A 69-foot diesel being loaded aboard American President Lines' *SS Korean Mail* in Seattle, Wash., bound for Pusan, Korea. Fifteen of the diesels were loaded on the vessel which sailed on October 14th. A total of 42 locomotives, built by Electro-Motive Division of General Motors at La Grange, Ill., will be delivered to the Korean National Railways. The balance will be shipped later in year, constituting largest order ever carried by the steamship line to single consignee.

Seaboard Coast Line's train 225 with three GP-40's hauling 135 cars over recently opened Tar River bridge (tallest structure between Richmond and Miami on SCL mainline) near Franklin, N.C., Sept. 14, 1975. Stone supports are remains of original Tar River bridge built in 1840. First steel bridge there was built in 1903.

Curtis C. Tillotson, Jr., College St., Oxford, N.C. 27565

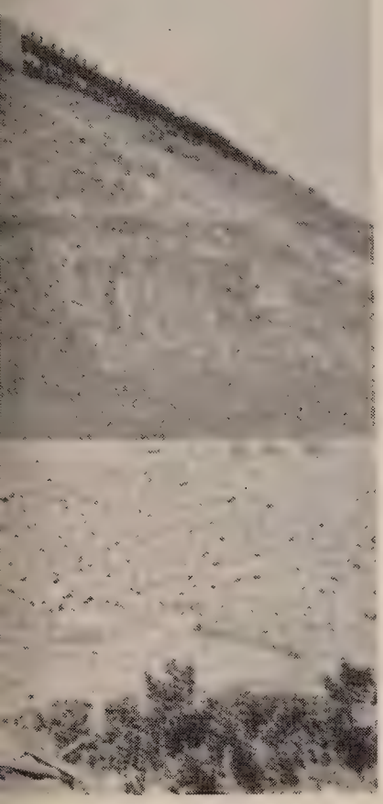
Switzerland attracts steam fans from all over the world. Here is a line-up of them, including one girl, taking pictures of a passenger train pulled by the steam locomotive *Lise*, highballing along the line with seven-car train.

Swiss National Tourist Office
608 Fifth Ave., New York, N.Y.
10020

Zebra-fronted Great Northern doodlebug with old coach at Great Falls, Mont., in '37.
Photograph by Herman Rinke

R.F.Y., 1305 N. Sherman Ave., Madison, Wisc. 53704

Milwaukee Road trackage between Madison and Portage, Wisc., built by a predecessor road in 1871, is a favorite haunt of Yvonne Yahnke, poet, artist, and railfan photographer. As she was waiting to shoot a freight train the other day, her dress got tangled in a branch of fall foliage.



PASSENGER TRAIN SURVEY

As Amtrak's *Coast Daylight* enters her home town of Camarillo, Calif., on Aug. 22, 1975, Carrie Hartman snaps picture.
William T. Morgan, AG2, OPS/MET Code 30, NAVSUPPOR Antarctica, FPO San Francisco, 96601

AMTRAK'S new *Lake Shore Limited,* which began regular service on October 31st, not only restores direct service between Chicago and New York and Boston but also opens or adds service on the "mini corridors" such as Cleveland-Chicago and Cleveland-Buffalo and Pittsfield-Springfield-Boston.

From Chicago, the *Lake Shore* provides same-day connections with other Amtrak trains departing for San Francisco, Los Angeles, New Orleans, and Dallas, Fort Worth and Houston. Also overnight connections to Seattle. Connections to Florida are available at both Chicago and New York. Passengers to Springfield connect with Amtrak's daily train to Montreal.

The *Lake Shore* offers all the amenities of an all-reserved, overnight train. In typical revenue service it consists of two coaches and one sleeping car in its Chicago-New York section. It also carries a dining car and lounge-food service car, baggage cars, and a crew dormitory car.

Some schedule changes took effect on western trains on October 26th as the United States reverted to standard time. For example, the nation's longest-distance train, the *San Francisco Zephyr,* now leaves Chicago each day at 4 p.m., one hour later than the previous schedule. The change improves connectivity with other Amtrak trains at Chicago and at Ogden, Utah; gives a better departure time from Reno, and begins limited service to Winnemucca, Nevada.

Eastbound, the *Zephyr* departs from Oakland on its 2,407-mile run to Chicago daily at 10:55 a.m., 55 minutes later than its former schedule, and arrives in Chicago at 1:35 p.m. two days later. To maintain connections with the *Zephyr,* Amtrak's Chicago-Seattle *Empire Builder* leaves Chicago daily at 2:30 p.m., one hour later than the previous schedule, and runs one hour later throughout its route.

Improvements also have been made on the St. Louis-Laredo *Inter-American.* This train leaves St. Louis each Sunday, Wednesday, and Friday at 2:50 p.m., 25 minutes earlier than before. It departs

High above the blue-green waters of Finlayson Arm, Esquimalt & Nanaimo's Dayliner RDC-2 No. 9103 crosses Arbutus Canyon bridge on Victoria subdivision, June 19, 1975.

Michael Wilkie, 595 Leaside Ave., Victoria, B.C. V8Z 2K9, Canada

from Dallas at 7 a.m. next day and reaches Laredo at 7 p.m. Northbound, the *Inter-American* leaves Laredo each Sunday, Tuesday, and Friday, at 9:45 a.m., 35 minutes later than before, and arrive in Dallas at 9:50 p.m. and St. Louis the following day at 2:15 p.m.

Schedule changes also went into effect on Amtrak's other Midwest-Texas train, the *Lone Star*. Southbound, it leaves Chicago at 4:30 p.m., 30 minutes earlier than before, and reaches Houston at 7:25 next evening. Northbound, the *Lone Star* pulls out of Houston at 7:30 a.m., 2 hours and 20 minutes earlier than before, and rolls into Chicago next day at 10:25 a.m.

Two new limited service stops will be added to the New Orleans-Los Angeles train, *Sunset Limited*. They are Schriever, La., and Benson, Ariz. Service has been discontinued at Alhambra, Calif., six miles from the Los Angeles station.

Several changes also went into effect in the Pacific Northwest. Amtrak's Vancouver, B.C.-Seattle train, the *Pacific International*, departs from Vancouver at 6:50 a.m. daily, 20 minutes later than the previous schedule, and reaches Seattle at 11:20 a.m. One of the Seattle-Portland trains, the *Mount Rainier*, leaves Seattle daily at 4:30 p.m., one hour earlier than the former schedule, and runs an hour earlier throughout its route.

Northbound train No. 796, the *Puget Sound*, pulls out of Portland each morning at 8:30, which is 30 minutes later than be-

fore, and arrives in Seattle at 12:20 p.m. Amtrak's *San Joaquin* leaves Oakland each morning at 9:30, an hour and 10 minutes earlier than before, and reaches Bakersfield at 4:05 p.m. Bus service provides connections to and from trains at Los Angeles. Northbound, the *San Joaquin* departs from Oakland at 12:55 p.m. and pulls into Oakland at 7:30 p.m. Both northbound and southbound trains give limited service at Wasco, just north of Bakersfield.

Milwaukee now has two round-trip Turbos daily to Chicago in prime time slots. Trains 320-321, which had conventional equipment Monday through Saturday, have become daily Turboliners. Train 324, mid-day from Milwaukee, now leaves at 11:45, 35 minutes earlier than its previous schedule and has Turbo equipment. Train 325, the 4:30 from Chicago, also has become a Turboliner. Other Milwaukee service and schedules remain the same.

The Chicago-Detroit line now has more varied schedules for its three daily Turboliners, with early morning, mid-day, and early evening departures from both Chicago and Detroit. In addition, track improvements in Michigan cut Turboliner service by 5 to 10 minutes.

Track betterment at Battle Creek permit removal of 10 minutes eastbound and 15 minutes westbound from Chicago-Port Huron schedules. The *Blue Water* now pulls out of Port Huron at 5:45 a.m. and reaches Chicago at noon, 10 minutes earlier than before. Westbound, it leaves Chicago at 3:25 p.m., 10 minutes later than before, and arrive in Port Huron at 11:30 p.m., 25 minutes earlier than the previous schedule.

One of two Chicago-St. Louis Turboliners has been replaced by a conventional train, the *Abraham Lincoln,* with parlor car service. The daily Turboliner rolls out of St. Louis at 4 p.m. and into Chicago at 8:59 p.m. Southbound, it leaves Chicago at 8:10 a.m., arriving in St. Louis at 1:09 p.m. The *Abraham Lincoln* leaves Chicago at 4:15 p.m. daily except Saturday, arriving in St. Louis at 9:30 p.m. Returning, it departs from St. Louis daily except Sunday at 7:15 a.m. and reaches Chicago at 12:25 p.m.

A third Chicago-St. Louis train, the *State House,* also has a new schedule. It runs daily except Saturday, leaving Chicago at 5:45 p.m., arriving in St. Louis at 11:30 p.m. Northbound, it rolls out of St. Louis at 4:20 a.m. and into Chicago at 9:50 a.m. A Saturday-only train runs southbound and a Sunday-only train northbound, to balance the weekend schedules, giving passenger two round trips each of those two days, with the option of morning or afternoon departure times.

A new excursion fare, featuring round trips for only $3 more than one-way rates, went into effect September 8th on Amtrak's trains between the San Francisco Bay area and the San Joaquin Valley. It was designed to encourage trips between the Bay area and the Valley. Amtrak's *San Joaquin* operates daily in each direction between Oakland and Bakersfield.

Amtrak has signed an agreement with Canadian National Railways that will enable rail travelers from either Canada or the U.S. to buy transportation on both rail lines in a single transaction. Also, Amtrak is now selling special tickets to foreign visitors that will let them travel on all of Amtrak's routes as often as they like for a set fee.

SOUTHERN PACIFIC last year lost $5,274,000 on its commuter train operations on the San Francisco peninsula, according to a Price Waterhouse & Co. The four-volume study, which SP had ordered from the national firm of independent, certified, public accountants, has been made available to the California Public Utilities Commission. SP's petition for fare increases is pending before the Commission.

The review shows that in 1974 the big railroad system had revenues of $5,643,000 and expenses of $10,917,000 from its commuter service. SP had asked Price Waterhouse to identify and separate commuter expenses from the other costs of running the railroad, as a result of criticism early this year in a report of the state auditor general's office.

Meanwhile, in the East, a crisis involving the Reading Railway's commuter service in the Philadelphia area was eased when the Southern Pennsylvania Transportation Authority came up with an $800,000 subsidy payment.

Reading had threatened to shut down its passenger service almost immediately if it did not get financial aid.

THE MILWAUKEE ROAD has petitioned the ICC to drop two passenger runs between Walworth, Wis., and Solon Mills, Illinois, claiming that the burden imposed by the two trains "clearly outweighs" the minor inconveniences to the public. Abandonment of the runs would result in a net saving of $33,000, the carrier said. It noted that the voters of Wisconsin defeated a referendum to permit assistance, and the state has not offered to defray any of the operating costs. The carrier also said it would have to buy rolling stock to keep the 17.7-mile service running.

FROG SMITH'S story on "Picnic Trains" in your October issue caused me to subscribe to *Railroad.* I want a copy every month of a magazine which publishes that kind of material.—L.A. Ware, 1263 Melrose Ave., Iowa City, Iowa 52240.

TACOMA, Wash., believes in sanitation. Its City Water Department has posted this notice: "Please . . . . For a distance of 23 miles our train will be traveling through land which provides water for the metropolitan area of Tacoma. Your cooperation is requested in preventing the depositing of anything on the watershed which might cause pollution. Rest rooms will be locked for approximately 40 minutes. Thank you."

MARYLAND Legislative Director H.K. Ritter says the State of Maryland has gone all-out in enforcing the 55-mph auto speed limit. Uncle Sam notified the governor that Federal grants would be cut off unless the limit is enforced. So it is being enforced—and how—with about 2,000 tickets a day being issued! Says Ritter: "If you can't drive 55 or under, then take the train."

BUS COMPANIES are spending thousands of dollars in an advertising campaign trying to stop public expenditures for Amtrak's benefit. In a series of advertisements, the National Association of Bus Owners, which is headquartered in Washington (where the money comes from), has attacked the Government subsidy of Amtrak's operations and capital expenditures on the theme that "9 out of 10 Americans" never use Amtrak.

Down by the Depot

DOUBLESPREAD photo in our October issue, pages 32-33, is identified as the Provincetown, Mass., depot, writes Nathaniel G. Wetherbee, 38 Crestwood Rd., Marblehead, Mass. 01945.

AMTRAK has signed an agreement with Dade County, Fla., for a six-month option to buy as much as 56 acres of land in the county for a new Miami passenger terminal and, possibly, an equipment maintenance facility. Amtrak officials say the present Miami station is unsatisfactory for three reasons. (1) It is rapidly deteriorating and in need of repair. (2) Its location requires extra train movements to the maintenance yard which are both costly and time consuming. (3) The present location is inconvenient for most passengers. Amtrak's proposed new site is at Opa-Locka, Florida.

THREE Connecticut stations will be receiving face liftings totaling $180,000 through a joint program of the U.S. Departments of Transportation and Commerce. The departments have awarded $85,000 to New Haven's Union Station, $50,000 to New London's terminal, and $45,000 to Stamford. The work includes general cleaning, painting and lighting work as part of a Northeast Corridor project which will cost some $2.4 million.

New London's 89-year-old station had been slated for demolition, but was saved by the industrious efforts of various individuals and Amtrak to provide for financing its rejuvenation. Temporary quarters in the station are being prepared for Amtrak's use while work is under way on the main lobby. The temporary quarters eventually will be occupied by a restaurant.

ROGER GREENE and his wife are converting a former C&NW two-story, red-brick, passenger station into a four-bedroom home. He bought the acre of land on which it stands for $5,100 and the railroad gave him the building free. Last time it was used by train passengers was in 1970.

Canada Heard From

CANADIAN NATIONAL'S system vice president of marketing, R.R. Latimer, says the fire that heavily damaged one of the railway's three Turbos recently accentuates the company's passenger equipment shortage and will have a serious impact on CN's ability to maintain established levels of service between Montreal, Toronto, and Ottawa.

"The major equipment problem created by the forced withdrawal of this one train," he points out, "underlines the crucial need for the government to conclude its transport policy review so that our passenger equipment fleet can be modernized and added to."

Aside from the Turbo, next year will see the company reducing its passenger car fleet by a further 10 percent because of old age. CN currently has no passenger equipment on order, although car builders need almost three years lead time for delivery.

The three CN Turbos—the only high-speed passenger trains in service in Canada—are an integral part of CN's total Montreal-Toronto-Ottawa passenger train fleet, which accounts for about 40 percent of all public transportation carryings between the three cities.

On a short-term basis the fire-damaged Turbo—which will require at the very minimum six months to repair—has been replaced with conventional equipment between Montreal and Ottawa.

Canadian National's "red, white, and blue" fare plan—launched in 1962 and widely imitated in the public transportation field as a classic example of differential fare pricing—underwent major changes on October 26th. Garth Campbell, CN's vice president of passenger marketing, says the action was taken as an alternative to avoid a 10 percent general increase in fares and to ease the railway's passenger equipment shortage.

Basis for the new fare package is the promotion of travel during off-peak periods. Incentive discounts for family and youth travel are eliminated, thus permitting the railway to cut red and white fares by about 5 percent. Blue fares, the most expensive, remain unchanged. CN is still offering discount fares for group and 65-plus travel.

Under the new plan, each year is divided into "on-season" and "off-season" travel periods. On-season is from June 16th to September 15th and during specified holiday periods such as Christmas. An additional wrinkle will differentiate fares by time of day or by day of the week, depending upon the territory.

It was a beautiful autumn day in 1974 as CP Rail's eastbound *The Canadian* clears the east end of Golden, B.C., yard along Kicking Horse River, heading for Field.
W.R. Hooper, Box 1662, Golden, B.C. VOA 1HO, Canada

WHILE riding Canadian National's *Super Continental* from Winnipeg to Toronto I read an item in your July issue which needs correcting. The mixed train which runs from Thunder Bay, Ont., to Sioux Lookout is Canadian National, not Canadian Pacific. When I made the return trip to Thunder Bay on that train two years ago it had 64 freight cars and one ancient coach. Anyone desiring to eat on that ride brings along his or her own food.—Miss Margaret Evans, 859 Fleet Ave., Winnipeg, Man., Canada R3M 1K3.

The Night Express

WILLA CATHER'S poem was sent to us by Charles E. Kirkwood, Jr., Box 1241, Clemson, S.C. 29631:

From out the mist-clad meadows, along the river shore,
The night express-train whistles with eye of fire before.
A trail of smoke behind her enclouds the rising moon
That gilds the sighing poplars and floods the wide lagoon.
Through yellow fields of harvest and waving fields of corn
The night express-train rumbles with whistle low and lorn.

The silent village harkens the sound it knows so well,
And boys wait on the siding to hear the engine-bell,
While lads who used to loiter with wistful steps and slow,
Await to-night a comrade who comes, but will not go.
The train that brings to mothers the news of sons who roam
Shoots red from out the marshes to bring a rover home.

With restless heart of boyhood we watched that headlight when
The whistle seemed to call us to dare the world of men;
To leave the plow and herd-whip for lads with hearts of clay,
And while our blood was leaping be up and far away;
To find the great world somewhere, to wander wide and see
If men of coast or mountain were better men than we.

We heard the hoarse throat whistle, we heard the engine-bell,
We saw the red eye blazing, we knew the hot heart well.
But little could we reckon, gay-hearted boys at play,
The horse that took us out to men would bring us home one day;
That took us out at morning, with shining wheels ahum,
Would bring us home at evening, when we are glad to come.

Ah! let my fight be fiercer, the little time before
They bring me still and weary along the river shore.
Then may the wheels turn swiftly behind the eye of fire,
And may the bell ring gaily that brings me my desire.
The boys I used to watch with will all be there to see,
When I come home to rest me in the ground that nurtured me.

To earth I digged in boyhood, through fields I used to keep,
The lads who wrought beside me shall bear me home to sleep.
From out the mist-clad marshes, along the river shore,
With trail of smoke behind me and eye of fire before;
And youths will watch with burning to seek the world of men,
And thrill to hear the whistle that brings me home again. •

Mike Eagleson

IN SEARCH OF STEAM

STEAM RETURNED to the old Erie Railroad in the form of ex-Florida East Coast 4-6-2 No. 148, on lease from the Whippany River at Morristown, N.J. She ran more than 30 round trips between Ridgewood and Waldwick, N.J., from Sept. 23-27, on the occasion of Ridgewood's "Railroad Days." The handsome Pacific, owned by Sam Freeman, hauled four two-toned-green Stillwell coaches around the famous s-curve at Waldwick, to the delight of fans and townsfolk. Special commendation must be given to the Erie Lackawanna for allowing steam to run on the four-track mainline for five full days. Hopefully, the success of this celebration will encourage more railroads and communities to open up and plan low-cost steam outings.

W. GRAHAM CLAYTOR, JR., president of the Southern Railway and one of our *Interesting Railfans*, addressed the NRHS annual convention banquet in Knoxville, Tenn., last September. Preceding him on the program was Richard D. Sandborn, vice president, executive department of the "Family Lines."

Mr. Claytor's opening remarks drew a round of applause. "Mr. Sandborn," he said, "I would appreciate it if you remind Tom Rice, Seaboard Coast Line president, that he has a perfectly beautiful Pacific steam locomotive setting on a concrete slab in front of his office building in Jacksonville, Florida; and if he'll just give the word, we will send Bill Purdie, our master mechanic of steam power, down there and show him how to get that engine running."

Another *Interesting Railfan*, Al M. Langley, Jr., of North Augusta, S.C., sent me this good news.

EX-CANADIAN PACIFIC 4-6-2's, owned and operated by Steamtown, USA at Riverside, Vt., ran a spectacular two-day doubleheader on Sept. 6-7, from North Bennington, to Burlington, Vt., and return. Swift Pacifics 1246 and 1278 took the grades of the former Rutland Railroad with ease.

FLETCHER QUARRY CO. in Groton, Mass. has two ex-Boston & Maine 0-6-0's, long stored and in poor condition, reports Barry Young, 12 Longwood Ave., Beverly, Mass. 01915. Barry also says the Northwestern Steel & Wire Co. at Sterling, Ill., is still using their ex-Grand Trunk Western 0-8-0's, but on a schedule much limited by the economic recession. No. 10 is currently in operation, with six or seven others on stand-by.

PROJECT 1364, Locomotive Restoration, is proceeding on the rebuilding of their ex-Northern Pacific 4-6-0, says Jack Anderson of Steam, Inc., Box 1364, Tacoma, Wash. 98401. After 21 years being displayed at Point Definance Park in Tacoma, the 1902 Baldwin is being repaired for operation on a 6.6 mile spur of the Tacoma Municipal Belt Line R.R. next summer.

BEAR CREEK SCENIC, operating on the Graham County Railroad from Robbinsville, N.C., made its last run as a tourist road on June 26th. Three-truck Shay No. 1925, built by Lima in 1925, was purchased new for the Graham County and had the dubious distinction of making the final steam trip exactly 50 years later. The Bear Creek also had ex-Brimstone Shay No. 36 on display. This was Bear Creek Scenic's second attempt to make a go of tourist operations. The first venture failed several years ago. A few of the Shays have been sold and moved elsewhere. No news is available at this time as to the disposition of the two Shays on the property.

BURLINGTON NORTHERN's tie plant in Brainerd, Minn., has a 36"-gage Porter 0-4-0T, built in 1946 for the Northern Pacific. Another is on display near the plant. Both locos, like those used by Somers Lumber Co. in Montana, are fireless cookers. They run each weekday, reports Paul A. Bergen, 107 E. Green Tree Rd., Grendale, Wisc. 53217. Paul also says an operable steam locomotive crane is for sale at Klein-Industrial Salvage Corp., 224 S. 19th St., Milwaukee, Wisc. 53233.

BRITISH WILDLIFE artist, conservationist, and railway enthusiast David Shepherd recently purchased and shipped to the United Kingdom an ex-Zambesi Sawmills Ry. 4-8-0. She was built in 1918 by North British in Glasgow, Scotland. The locomotive and a 1927 first-class sleeping car, once used by Rhodesia Railways and complete with all original interior fittings, have found a temporary home at Whipsnade Zoo. The 80-year old engine and coaching stock will be on display on the Umfolzi Light Ry., which takes visitors by steam train through the white rhino reserve.

EX-CHESAPEAKE & OHIO 2-8-4 No. 2700, displayed for a long time and vandalized in a Charleston, W. Va., park, has been refurbished in the C&O's Huntington shops and mounted in a park at St. Albans, W. Va. Let's hope this time the townspeople show enough pride to protect this prototype of the K-4 class.

FERROCARRIL OCCIDENTIAL DE MEXICO at Culican, Mexico, still operates its U.S. Army 0-6-0 No. 1 in regular service.

THE WILLIAM CROOKS, a gala decorated 4-4-0, long displayed inside the depot at St. Paul, has been disassembled and trucked to the new steam museum at the old DM&IR station in Duluth, Minn.

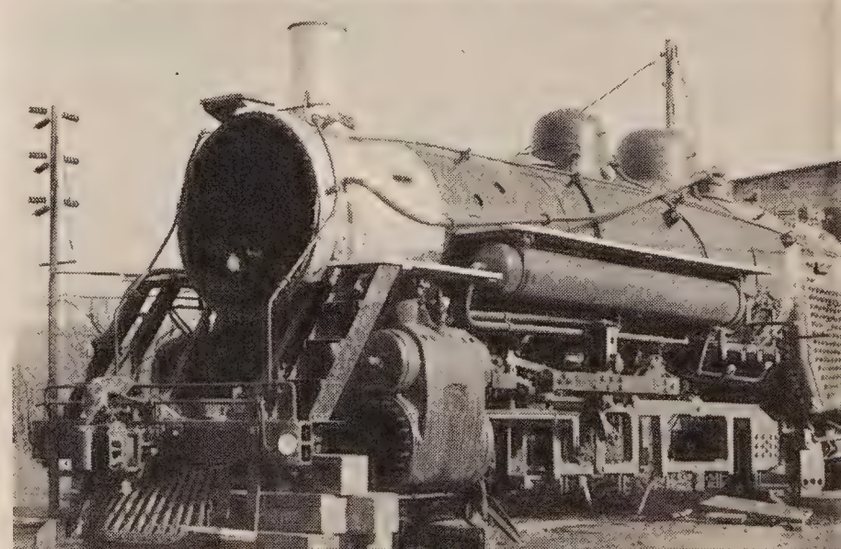
ALLEGHENY CENTRAL SCENIC at Covington, Va., will operate two steam excursions on Dec. 20-21, using ex-Canadian

Photograph by Tim Johnson

NP 4-6-0 No. 1364 being removed from Pt. Defiance Park, Tacoma, Wash., for rebuilding by Project 1364.

John Maggio, 102 Bay 11 Street, Brooklyn, N.Y. 11228

Hard to believe, but Whippany River Pacific 148 was being rebuilt at New Hope & Ivyland R.R. in April. She saw railfan service this fall.



Two rare shots for fans who like oldtime steam. (Above) Lehigh Valley's 223 had been in a blizzard when this pic was made at Auburn, N.Y., Feb. 3, 1904. No identity on second loco. (Below) Gandy dancers in the Ann Arbor Railroad pose for camera beside an 0-4-0 switcher on the mainline between Toledo, Ohio, and Ann Arbor, Mich., in 1888. No. 50 has full head of steam up.
From Donald Furler collection

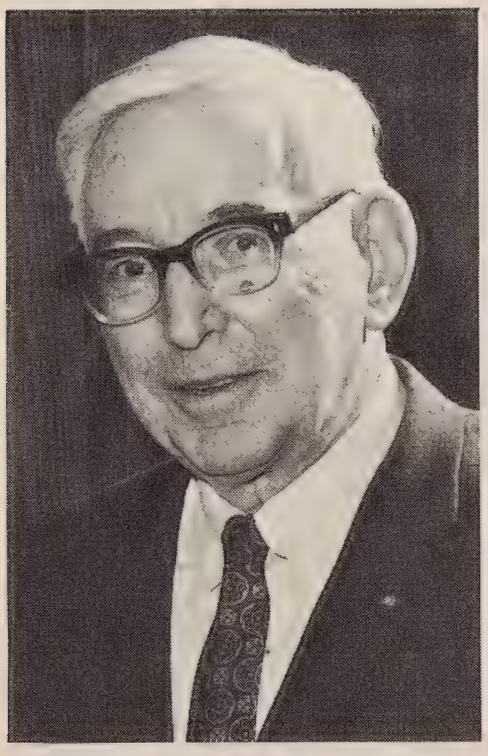
Collection of John Uckley, 414 W. 4th St., Monroe, Mich. 48161

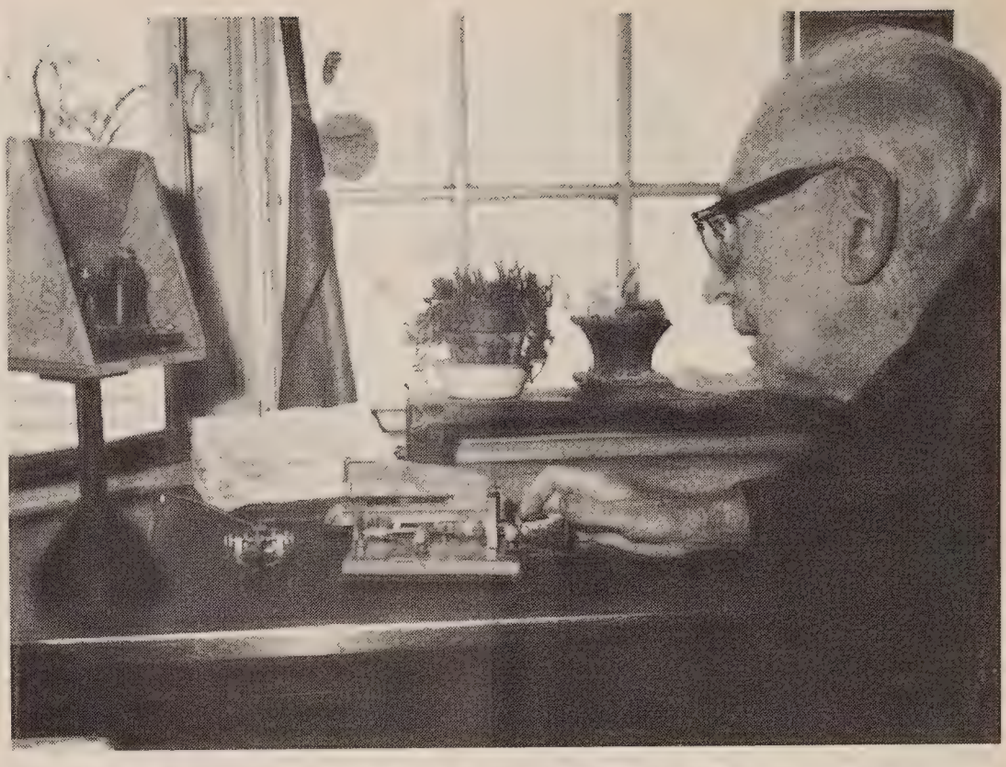
Pacific 4-6-2 No. 1286, but she has lost her historically accurate CPR livery and lettering and is gaudily painted. Hot Springs Scenic Line also owns ex-CP No. 1238 and ex-U.S. Army 2-8-0 No. 606. For ticket information contact George Clinebell, at Box 313, Ronceverte, W. Va. 24970.

WHO CAN tell me about the following Ten-wheelers: (1) Are there any plans to restore and operate Nevada Northern 4-6-0 No. 40, long stored in the railroad's enginehouse at East Ely, Nevada? (2) Anyone have info on the good-looking Western Pacific 4-6-0 No. 94, stored in the Oakland, Calif., roundhouse? (3) What became of Washington & Western's Baldwin 4-6-0 No. 72, which was last operated by Standard Gravel Co. in Louisiana? (4) Does any reader have info on an ex-Ontario Northland 4-6-0 being held in stand-by service for Normetal Mining Co., Normental, Que.?

REGARDING G.E. Hauver's report in *Railroad* a few issues back on finding a Delaware & Hudson 0-6-0 in the roundhouse at Carbondale, Pa., she is a saddle-tanker built by Vulcan Iron Works in the early 1940s, I learn from Wayne R. Gardner, 1411 N. Washington Ave., Scranton, Pa. 18509. The tank markings appear to be from the Lehigh Valley Coal Co.

SEND steam news to Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856. •





(Left) Harwell West as he looks today. Harwell with his 50-year-old bug (right), and an ancient Western Union sounder in home-made resonator in telegraph bay of Rock Island station in Tonley Park, Ill., a few years ago. He still has deft touch with a key.

BRASS POUNDER

Harwell E. West, Interesting Railfan No. 156

by Freeman Hubbard

IF YOU WERE BORN in a railroad depot, as Harwell Ervin West was at Russell, Minnesota, you naturally became a railfan, as he did. But here is an odd coincidence. Harwell is not a twin, although his natal day, October 17, 1902, coincided with that of a famous author having the same last name, Nathanael West. Maybe you saw the movie version of Nathanael's best-seller novel, *Year of the Locust,* a few months ago. The two men are not related. Neither was Mae West, the voluptous blonde entertainer whose "Come up an' see me some time!" made night-club history.

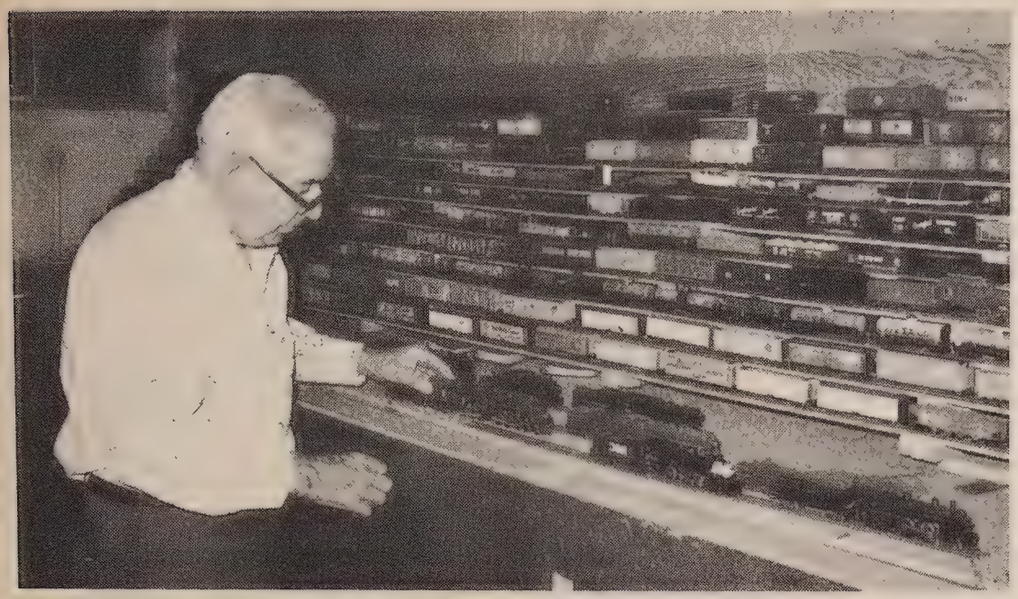
Harwell's dad was the Chicago & North Western agent at Russell. After losing his job in 1904, due to a railroad strike, he hired out to the Northern Pacific, eventually which assigned him to the agency at Binford, N.D., on a 63-mile branch. Binford was a growing village of 324 pop. in a fertile wheat belt, with five grain elevators and the one-story depot. Business kept improving, so the railroad built a two-story station there and moved the original structure five miles eastward to Jessie. The four-year-old kid, his brown eyes wide with curiosity, watched the moving job. It fascinated him. First the section gang dug out a space under the old depot, then laid track there, and eased the building down onto a flatcar. A freight engine hauled it slowly and precariously to the new location.

That happened in 1906, the year our monthly publication, with bright red covers, hit the news-stands as *Railroad Man's Magazine.* But Harwell didn't see it until 1911. While scrounging around the cupola of a way-freight in search of reading matter, with his mutt at his heels, he found several dog-eared old copies, which he had no difficulty in liberating from the trainmen. The peddler was a one-way, every-other-day run. Southbound it reached Binford about noon, and Harwell's mother often gave the crew a chicken dinner. "So," our hero recalls, "they had to be good to me, or else . . ."

This magazine, like Cortez "breathless on a peak in Darien," opened a new world to Harwell and, together with his father's job and the rail atmosphere he grew up in, helped to make him the *Interesting Railfan* he is today. Incidentally, he also had a cousin on the Northern Pacific, an engineer assigned to the *North Coast Limited,* Nos. 1 and 2, running between Jamestown and Mandan, N.D. The latter had a son who fired for him.

"There was always some spillage when the threshed wheat was stored in the capacious holds of Binford's five granaries," Walter Conley writes. "With such abundance of feed at hand, Harwell's father kept as many as 200 Buff Orpington chickens for added income as well as for their own table. As a youngster, Harwell was given the chore of feeding the flock, gathering eggs, and cleaning up the droppings. This revolting, to put it mildly, odor of a hen house on a rainy day returns to him in all its revulsion even now, if he is required to eat chicken.

"Both their own quarters upstairs in the depot and the large office and waiting room downstairs (people rode trains then) were heated in winter by tremendous, round, steel stoves which burned lignite, a kind of low-grade coal mined in western Dakota. Often Harwell would read at night by the light of an oil lamp down in the office until the early morning, with the stove a cheery red, radiating heat that reached all corners of the large room. Intermittently there was a *click-click* of the telegraph



Harwell is shown with some of his 300 model railroad cars and eleven steam engines.

sounder. Outside, the howl of winter seemed to penetrate the very sides of the building, and from time to time frozen nails would pop like pistol shots."

Binford, circa 1910, resembled a village movie set on a Hollywood back lot on an idle day. No one in sight, not even a farmer's wagon, and the endless prairie rolling in the horizon.

"Blessed with the ability to read quickly," Conley continues. "Harwell usually read a book a day on the average. Of course, there was a problem in a village of 60 families to keep himself supplied with books. Pulling his coaster wagon, he would visit townspeople who might have a book or two to lend. After such a foray he might return home with 20 to 30 volumes.

"The Binford school system was contained in a four-room brick building. The eight grades occupied three rooms; the fourth was used for storage. Skipping grades was then a common practice in the small Dakota schools. Harwell breezed through the eight grades while he was still 11 years old. Just prior to turning 12 he entered the newly established high school department with two fellow students. In his soph year he was a class of one. Harwell was moved into the storage room where, only casually supervised, he had a do-it-yourself curriculum."

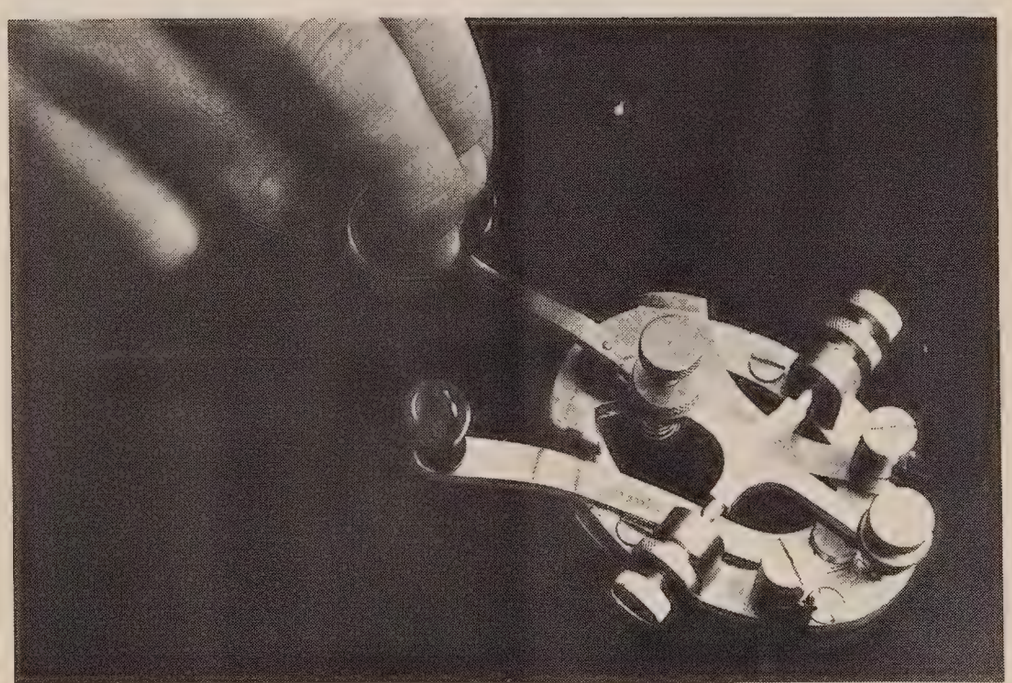
His first money-making ventures were collecting empty beer bottles (returnable to the brewers for cash) in his pre-teen years and buying scrap metal from the town youngsters for resale via freight shipments to junk yards down the line. After envying a classmate who worked for the local printery as a "devil," or errand boy, he talked himself into a co-devil job that paid nothing for six months but eventually $1.50 a week. At age nine he learned to drive a Buick; and shortly afterward, at Binford, saw his first train-auto accident—a Ford handled by an impatient motorist rammed the engine driving wheels on a local passenger train.

He had Indian-black hair and was pretty much of a loner. At age 16 he had shot up like a beanpole nearly six feet tall and weighed 150 pounds. He was—and still is—very active, but was so careless about his posture that he gradually became round-shouldered. (His present weight is 165. He still has a full head of hair, now gray.

Just before his 15th birthday he won a national contest for a "boy" editor of the *Home Scout Herald,* a ploy of *Home Life Magazine,* in Chicago. It included a six-month contract, room and board, transportation to and from Binford, and $15 a week. Harwell plunged eagerly into the job, but it lasted less than two months. The *Home Life* people bought up the rest of his contract for $100 and transportation back home to Binford.

Having had a taste of journalism, he returned to Chicago early in 1918 as editor of the *Lone Scout Magazine,* a 24-page weekly for boys that boasted about 50,000 circulation. But that post didn't last long, either. In mid-1918 he joined the U.S. Navy. The first World War ended five months later. Our future Railfan 156 went back to *Lone Scout Magazine,* but resigned because he couldn't get a raise of $2 a week. For a while he lived garret-wise, subsisting on the sale of an occasional article to *Home Life, Junior Yank,* etc. Then he got his first railroad job, a summer on the section gang at Binford. Other railroading in his boomer career, later on, included machinist apprentice on the Pennsy, car repairer's helper on the Chicago & Alton, and relay office operator on the Rock Island, but most of his lightning slinging was with Western Union and Postal Telegraph.

After gandy-dancing at Binford, he earned a dubious livelihood on two North Dakota weekly papers and started a feature syndicate which flopped. Then he remembered his father's job, learned the Morse Code at the Dodge Institute of Telegraphy, and spent several happy years as Western Union manager at South Haven and Sturgis, Michigan; Hammond, Indiana, and later a big branch in Chicago's coffee-broker district.



Neither desert heat nor mountain cold stopped brass pounders with their Morse key.

More booming around. Served an apprenticeship as linotype operator in three Midwestern towns. Later tried the mail-order business. The Depression drove him out of that into brass-pounding again, this time for Postal Telegraph. Then—but don't tell anybody—he set type for pornographic books, managed to keep out of jail, and in 1931, with a linotype machine rented on a percentage basis, became a freelance typesetter for the trade.

Forty-four years later, he is still setting type; but outside of composition on *Brass Pounders' Gossip,* a yellow 12-page magazine which he edits for the Toledo, Ohio, Morse Telegraph Club, the only type he sets today is for his bowling schedule specialty. Each year, with a printing partner, he turns out some 1,200 of these schedules, servicing about 100 bowling lanes in the Chicago area. Each fall, this calls for 80-hour weeks.

The *Brass Pounders' Gossip,* which Harwell West has been editing and publishing for the past three years, is his chief claim to a niche in our so-called Hall of Fame, meaning our series of *Interesting Railfans.* It's mostly a "labor of love." Harwell donates all the typesetting and printing, and collects only for the paper stock.

"I try to make a sort of Bible for telegraphers and railroad men," he tells us. "I'm fortunate in having friends who contribute real good lore for publication."

Here are a few samples of the kind of material it publishes:

The present-day teleprinter combines sending and receiving operations in a single unit. Girl in foreground is transmitting a message by the keyboard. The other operator is pasting an incoming message on a telegraph blank for local distribution.

Little red depot, asleep in the sun,
Your duties are over, your work is all done.
No longer do passengers wait at your door
and doze on your benches or pace your wood floor.
Your waiting room's cluttered with dirt and dead leaves
And last season's bird nest still clings to your eaves;
But your broken-paned windows remember the day
When life was exciting and busy and gay,
And folks in the village would gather to spend
A few minutes watching the train round the bend
And clung to a stop with a bang and a choke
And a spray of its steam and puff of its smoke.
And your rusted old stove can remember and boast
How folks crowded 'round to get warm as toast;
And the water tank faded and warped by the sun,
Can be proud of its function to help the trains run.
Now all that is left are the echoes and sighs
Of the happy reunions and mournful good-byes;
But, little red depot, it's time for a rest,
Enjoy your retirement; you've given the best

"On Dec. 13, 1850, the *Tennessee,* the first locomotive ordered by the Nashville & Chattanooga Railroad, arrived at the wharf on the steamboat *Beauty,* from Cincinnati. The one-mile trip on improvised tracks from the wharf to the South Cherry Street crossing required four days by mule power. A one-mile trial run was made from this point on Dec. 27, 1850."

"The famous 'golden spike' used at the joining of the first transcontinental railroad at Promontory, Utah, in 1869 had a large nugget on top (to be melted down for souvenirs), was valued at $413. It bore a timely inscription: 'May God continue the unity of our country, as this railroad unites the two great oceans of the world.'"

Brass Pounders' Gossip arranged for a reprint, 11x17˝, of the famous "Old Depot" cartoon by C.D. Poage, which shows in slightly exaggerated details the interior of a railroad station of long ago. This picture is widely known for its authenticity and humor. The reproduction, printed in black on heavy white index paper, is suitable for framing. It may be had for $1.50, postpaid, sent in a strong mailing tube by Harwell E. West, Box 152, Orland Park, Illinois 60462.

He has a small railroad library, with emphasis on the Lucius Beebe type of picture books.

"I'm a sucker for dogs," he says, "big and small. Am now grieving for my latest house canine, a Chihuahua 12½ years old, who died of a heart attack. Recently I left Soldier Field after a football game, amid wind-driven rain, and dashed over to my car in the parking lot. A beagle puppy came out from between two automobiles, wagging her tail as if to say, 'Please help me. I'm lost and scared.' I couldn't leave her to almost certain death in that vast assemblage of motor vehicles, so I took her home with me.

"I've collected quite a menagerie of birds and animals for feeding purposes. Or rather, they collected me. Several raccoons, a possum, a badger, countless squirrels, and hundreds of birds patronize my free 'restaurant.' A bakery nearby throws out surplus breadstuffs, of which I garner a bunch twice a week, to feed them all. Bluejays, woodpeckers, grackles, mourning doves (16 at one time), etc., enjoy the feast, which I augment with a pan of birdseed and a handful of peanuts. A nut shop where I buy dietetic candy saves its broken nuts for me, about 25 pounds a month."

He is also a baseball fan. Thirty-five years ago he put out *The Baseball Scrapbook,* made up of unusual incidents and oddities. And he likes to watch both pro and college football, "although I feel that tough legislation should discourage some of the mayhem which takes place on the field."

In 1941 he founded a "folkpaper," *The Palos Regional* at Palos Heights, Illinois. After carrying it on for five years, mostly as a hobby, he sold its "goodwill" for $100. Today, it is still being published, is highly successful, and puts out 26 papers besides the *Regional.* Meanwhile, during World War II, Harwell joined the Coast Guard Auxiliary, which involved 12 hours a week on lake and river patrol duty. He also taught radio code in a U.S. Signal Corps school in Chicago.

"All my life I have been on the go," he tells us. "I eat fast, read fast, work fast, fall asleep quickly, and make quick decisions, but without tension, so apparently it doesn't hurt my health. The doctors would starve to death if everybody was like me."

Forty years ago he took up model railroading and developed a layout with 300 feet of track, but dismantled it when it became a chore. He now has 300 model railroad cars and 11 steam hogs displayed on a nine-level rack 18 feet long. The cars consist about equally of scratch-built rolling stock and half made up from kits.

A fellow brass pounder, A.J. Gaston Wagner of Ottawa, Canada, says of him: "Harwell West has a modest, quiet, almost-self-effacing personality that brightens up into intense cameraderie among intimate friends, particularly old telegraphers. He is a great raconteur with a big sense of humor."

Here is one of his jokes: "Reminds me of the story about the railroad trainmaster newly transferred from a distant division. This fellow glared at the conductor when that individual demanded his ticket and said scathingly: 'My face is my ticket' 'That's OK,' said the connie as he hung one on the trainmaster's chops, "I have instructions to punch all tickets.' "

The following is a typical paragraph from one of Harwell's publications, the four-page *Peripheric Grumbler:* "I must confess that I'm an afficionado of steam locomotive whistle sounds. Listening to the lonely, far-distant cry of a train, particularly in the sometimes wakeful small hours of the morning, has always affected me—that beckoning moan makes me want to be somewhere else."

And here is more from the same:

"In those days I would have been content just to ride a train—be it the plush and the varnish, or the battered floor of an ancient boxcar, a floor most likely littered with evidence of its most recent ladings, such as durum wheat (which was and is North Dakota's principal claim to continued membership in these United States).

"Often, sitting up on a red plush seat in a cinder-specked and grimy day coach, in the wee hours of the night, have I listened with inmost rapture as the man ahead in the cab played his mournful lament at the grade crossing approaches. Often, as I waited in the early morning hours on a small depot platform, have I listened to the heralding sound of a train's warning cry, distant and muted, but announcing to all who would listen the approaching arrival of the varnish.

"Have you ever wakened in the middle of the night to the sound of the measured *clang-clang, clang-clang* of a crossing warning bell as your weary train blocked a city crossing, and peering out of your dimly lighted coach window have you ever speculated for a tiny moment on who she was, or how nice it might have been to know her—a case of instant love for a mysterious woman gliding by in the drearisome still of the night, broken only by the implacable beat of the bell and perhaps the thudding release of the brakes? It was a hopeless romance from the start, and you felt an ineffable wave of sadness because you knew that you would never see her again. Wonder if Johnny Mercer felt this same emotion when he wrote the lyrics for Laura?"

"Laura is the face in the misty night,
Footsteps that you hear down the hall,
The laugh that floats on a summer night
That you can never quite recall,
And you see Laura on the train that is passing through.
Those eyes, how familiar they seem.
She gave your very first kiss to you.
That was Laura, but she's only a dream."

Jim Walsh of Vinton, Va., who writes railroad songs for *Brass Pounders' Gossip,* tells us: "I don't know of anyone other than Harwell West who became editor of a magazine when he was 15 and then, a year or so later, served as editor of another—more widely read—magazine with an international circulation. He landed the first job by selling subscriptions for a Chicago publisher, more subscriptions than anyone else in the contest.

"He was in the U.S. Navy, too, and was discharged as being under-age. Of special interest is the fact that he is an enthusiastic member of the Toledo Morse Telegraph Club and publishes its bi-monthly *Brass Pounders' Gossip.* Among other things, the club recently discovered a phonograph record on which Thomas A. Edison demostrated the use of the Morse Code and has had it reproduced on tape cassettes, which are available for purchase.

"West is a quiet, soft-spoken man with a head of snow-white hair. He not only has a vast amount of versatility, which makes it easy for him to turn from one task involving specialized skill to another, but all his life has had a remarkable quality of determination to accomplish anything he sets out to do. For example, he smoked heavily for years. Then he realized that this was harming his health, while the cigarette fumes worried his wife, Genevieve, who suffers from a breathing problem. So he quit. He didn't just say, 'I'm going to taper off and then stop smoking entirely.' No, sir, he quit cold, and that was that." •

Madeleine de Sinety Visits STEAMTOWN USA

Fifteen of Her Photographs

Captions by Dan Behrman, 4 Rue Joseph Barce, Paris 63, France

Our readers are familiar by now with Madeleine's photos of the last days of steam engines and enginemen in France and Germany. During a recent visit to the United States she spent some time at Steamtown USA at Riverside, just north of Bellows Falls, Vt. This is what she saw. Steam whooshes from cylinder cocks as ex-Canadian Pacific No. 1246 (above) comes to life for first trip of day.

"Darling, that's a Big Boy, Union Pacific engine No. 4012."

Steamtown bulldozer is used as a mobile crane to move smokebox cover of ex-CP 4-6-2 No. 1278 that was undergoing shop repairs.

Spout and counterweights frame fireman Howard Freeman on the tender as he finishes taking water at ex-Rutland water plug.

Standard and narrow-gage static displays come to life in the north country when summer clouds and haze drift over these engines.

Andy Barbera oiling around seems to execute ballet number.

Put a camera on a stick and watch scenery roll past No. 1246.

Ready to roll: Andy, showing no ill effects from his injuries during 1246's cab fire a few years back, hauls himself aboard for trip.

Tripleheading manpower provides muscle to shift pilot truck of No. 1278 along track near rear of 1246's tender in Steamtown yards.

Andy Barbera is as proud to roll the 1246 from right side as during his days handling the *Phoebe Snow* and *Lake Cities Express* on EL. (Static display on next two pages shows Steamtown iron horses under sun and clouds).

Coal pile on the ground, coal smoke in the air . . . once a familiar railroad scene, now a fragment of history lovingly preserved.

It's mostly uphill from Riverside to Chester, Vt., and fireman in cab does a lot of hand-bombing to keep the Pacific hot.

(Top) An old Jersey Central coach becomes the *20th Century Limited*, the *Orient Express*, the *Flying Yankee* . . . a boy can go anywhere in a daydream. (Below) Junior railfans enjoy engine whistles and rumble of train coming through open windows of coach.

Mike Eagleson on a Trip Sponsored by STEAMTOWN USA

Mike's photo shows a doubleheader fantrip over former Rutland trackage near New Haven, Vt., on September 6, 1975.

SNOW ON THE IRON

TEX WALDRON was expertly wheeling the Dominion Pacific's *Imperial Express* eastward the mild November day when he first saw Charlotte Bentley.

Charlotte was a young school teacher with a beautiful face and figure and bluish-green eyes. She had come from Winnipeg to teach at Garver's Bend, in the avalanche belt of British Columbia; but Tex didn't know it then. He wasn't even aware that such a person existed, until that day, at the hour of noon recess, when he spied a group of Swiss and Nordic children, offspring of the men who maintained the tracks through the gorge of the Aspinwall, lined up along the fence to watch his train go by.

Tex waved to the kids. Then, glancing up, he saw their teacher standing wistfully in the door of the log schoolhouse. Long-range flirtation is one of the joys of men who ride the rails. Tex lifted a gauntleted hand to bold, handsome lips—and held it suspended.

For suddenly the teacher had stiffened with horror and a scream went up from childish throats. The engineer turned to glance up the track. On the rails, halfway between the schoolhouse and the tiny station, a boy of about three was toddling along the track.

The hogger's smile froze. A quick hand swept over the throttle and brake valve. The roar of exhaust died on the morning air. Grind of brakes made the cab rock and quiver.

Tex came to his feet. His face was pale, his movements quick and decisive. His right hand went to the whistle cord and a piercing blast quivered through the gorge. The child stopped, but instead of stumbling off the track, he whirled and started running toward the station. Tex measured his distance. He knew that air and sand would not stop this train in time, and shouted to his fireman: "Quick, Whitey! Take it!"

The tallowpot sprang across the deck. Tex flung himself out through the cab window and darted along the running board. Teacher and pupils were racing alongside the train. Tex Waldron did not see them. He rushed heedlessly along the boiler side but did not climb down to the pilot. Instead, he jumped and slid down to the step to wait and watch.

Grumbling wheels clicked off the distance. When the gap had narrowed to fifty feet the *Imperial Express* was still running twenty miles an hour. Tex turned loose the coupling lever and braced himself. He knew the turn of a foot could send him sprawling under the pilot, but realized that unless he took his chance the youngster was doomed.

When the space had narrowed to thirty feet he left the step in a flying leap, stumbled, righted himself, scooped the child into his arms and thrust himself away from the track to let the train roll by.

A breathless young woman with cheeks like roses in bloom soothed the trembling child and smiled her gratitude to Tex. The engineer grinned back in confusion, climbed into his cab, called in his flag, and left town.

As the train moved away he could see the girl's flushed face lifted toward his own. It seemed to him that her eyes were filled with admiration. In a sort of dream he whisked the *Imperial Express* eastward; and when he leaned out to look back he saw her still standing there beside the track, with one youngster in her arms and others clinging to her skirt. Evidently she was gazing into the trail of thin smoke he had left behind.

AFTER THAT, Tex Waldron saw her often at a distance. Sometimes she was at the door of the little schoolhouse, sometimes in the yard of her living quarters. Though he was not able to

by E.S. Dellinger

distinguish her features, his memory conjured visions of loveliness, for Tex also was young and he had no other woman in his life.

Always he waved at her, and she waved back; and as cold bleak winter deepened in the northland, he formed the habit of whistling for Garver's Bend with a flourish and adding three short blasts to inform the girl he was on the iron. He knew, of course, that such use of the whistle is forbidden by rule, but railroad men couldn't flirt with trackside women if they obeyed all the rules.

Eventually those short whistle blasts started trouble. Tex had been discharged off the Texas & Pacific in the Lone Star State for reckless running and insubordination, and had gone north to get the job of running an engine. Jimmie Shelton, the short, squat, grizzled road foreman of engines at Ravelstoe, who needed men, had hired him.

Lured by the challenge of fighting snow in the mountain passes, Tex had taken to the big rotary snow machines and made good. It was not until David MacCannon arrived that the youthful runner gave official cause for worry on the Dominion Pacific.

Mac came out from Montreal to serve as assistant superintendent over the Selkirk subdivision. Immature he was, and certain of his own importance. Also firm in the belief that the overalled fellows who ran trains and engines were little better than the scum of the earth, however necessary they might be to railway operation. Mac stirred up a hornets' nest when he bulletined a warning to train and engine men that discipline had been lax under the old regime, but that he expected to enforce rules, or else. . .

A week later, Tex Waldron called east on a troop train, went through Garver's Bend whistling at Charlotte Bentley, and the girl waved as usual. Tex saw an indistinct figure behind her, but didn't dream it was David MacCannon nor—which would have been more dismaying to the young hogger if he had known it—that she was wearing a diamond ring that the assistant super had given her. Tex suspected absolutely nothing until, two days later, he received a curt call to the office.

Mildly puzzled and wondering what he had done to merit this summons, he sauntered into the sacred precincts with a Texas grin on his lean, handsome, wind-burned face, and inquired: "You sent for me, suh?"

"I did." Mac's face was red and his tone was hard as steel. "I presume you'll tell me that you don't know why."

"I certainly don't!" Tex declared.

"Then let me refresh your memory." Mac jerked a scented pink envelope into shreds and threw the shreds into his waste basket. "Two days ago, you went east on second Number 12—correct?"

"Right."

"When you whistled for Garver's you added three short blasts to the station whistle. Why?"

"Three shorts?" Tex frowned, as if trying to recall the incident. "Why, Mr. MacCannon, I don't remember exactly, but I reckon I must have been whistling at a steer on the track or—"

"Steer on the track?" Mac knew there wasn't a steer within thirty miles of Garver's. "Don't lie to me, sir!" he stormed. "I know why you were whistling. I know, and if it ever happens again. . ."

IT took more than a threat from a brass collar to flag a young blade like Tex Waldron, who was seeking time-card rights with a good-looking gal. Tex kept right on misusing the whistle; and Charlotte, not yet married to any man, kept right on flirting with him, smiling and waving every time his train came by.

If Charlotte Bentley had let the matter ride with the smile and the wave, trouble might have been less serious. But she didn't. Next time Mac came down she began teasing him for a ride on one of the big steam locomotives. There was a scene. Mac lost his temper and said that women had no business riding greasy, smelly engine cabs. Charlotte retorted that if *he* didn't let her do it she'd find a man who would. Maybe Mac had a hunch then—maybe that's why he shut up like a clam and didn't tell her what would happen to such a man.

Two days before Christmas the young hogger was called east. On the way out he bought a box of fancy chocolates. He had been buying various things to throw off at the Garver's Bend schoolhouse. These came wrapped in holly paper, and he dropped them into his grip.

It had been snowing that day, but now the sun came out to shine upon tottering snowfields and play among brooding peaks which stood glistening like white spires. The engine labored up through the trench which the rotary had dug through the snow.

Halfway up the pass, Tex called his fireman over. He was a new man, a cockney named Perkins. Although he was a roundhouse worker and knew little about running locomotives, Tex slipped out of the seat and said: "Twist her tail awhile, Perkins. I got a job to do."

Flattered at the responsibility, Perkins slipped into the seat. Tex fished the box of chocolates out of his grip, untied the holly wrapping, and inserted a penciled note reading:

"Why bury yourself in this lonely hole during vacation? There's a dance in Ravelstoe every night and a guy who'd like to show you around."

Although he had previously scribbled his address on newspapers and thrown them off to her, he wrote it again, and retied the ribbon on the package. Perkins divided time between watching the track and watching Tex. When he surrendered the throttle, he said: "Running through these 'ere 'oles under the snow gives me the creeps."

"Afraid they'll cave in, Perkins?"

"You never can tell, 'ogger," the fireman answered solemnly. "You never can tell. Me uncle was caught in the slide of 1912 an' froze into the ice like a bloody mackerel."

Tex did not laugh. He had seen too many men find tragedy at the end of a trail of fear. Turning from the cockney to his levers, he went on up the pass.

School was in session when they went through Garver's Bend. Tex knew it and didn't expect to see the girl, but he whistled his signal, added an extra toot or two as he went by the schoolhouse, and tossed his gift far over toward the school.

ONE of Charlotte's pupils saw the pretty package, picked it up, read the name, and rushed into his teacher's presence with these words: "Present for you, Miss Bentley. Somebody threw it off the freight train."

Charlotte blushed a little, thanked the boy, and said: "So Santa Claus is riding the train this year? I wonder what happened to his reindeers." Then, as the children gathered around eagerly: "Well, we'll see what it is."

She opened the package, laid the note on her desk to read later, and divided the chocolates among her pupils, who rarely saw a box of candy in that desolate section of British Columbia. Then, while the little boys and girls were engaged in study, she read and re-read the message from Tex Waldron.

The words brought a tiny smile to her lips, and a secret thrill. Her engineer-hero! Even though she had never seen him to speak to, except for the brief moment after he had rescued that little boy, there were times when she wove fanciful dreams about him, wondering if he were married, where he lived, and if he'd ever have occasion to stop again at Garver's Bend.

No, she decided, Tex Waldron was probably not married. And then, while waiting for school to let out, she thought of her fiance, Dave MacCannon. But it was not until later that she determined to put one over on her "ball and chain" and surreptitiously enjoy an engine-cab ride that very night. This daring idea did not come to her until after school had closed for the day. It might never have come at all if Luck hadn't set the stage for her little play and left all the cues handy.

Charlotte had planned on going into Ravelstoe that evening—not to a dance with Tex Waldron but to visit friends and be with her Dave during the Yuletide vacation. The only train carrying passengers out of Garver's Bend was the *Dominion Limited,* due through at 9:35 p.m.

She taught through Christmas Eve, had a small gaily-trimmed tree for the children, and dismissed them at two o'clock. The sky was overcast then; it looked like snow. She trudged up to the station to learn whether the *Limited* would be on time and to buy her ticket.

The station agent, an elderly one-armed man, told her that the train was already late, and that with snowfall on the pass to the west it might be blocked and not get through at all that night.

Charlotte was disappointed. She had not been out of the monotonous little village of Garver's Bend since August. "Is there no other way for me to go?"

"Well, now—" the agent thought a brief moment and then grinned. "It ain't exactly regular, miss, but there's a freight coming through at three. I believe the engineer's a friend of yours. Maybe he'll let you ride the engine cab if you talk right nice to him."

She didn't need to ask who the engineer was, and smiled mischievously. There was now a chance that she might not only get into Ravelstoe, but put one over on her stubborn boy friend and get the cab ride which Dave had refused her. Besides, she wanted to see Tex Waldron again.

So she said: "Oh, I'd love it! Do you think you could arrange it?"

"I think so. You bring your baggage up at two-thirty and we'll find out when he stops here for water. . ."

TEX WAS COMING in that evening on the *Oriental Manifest.* Leaden clouds had swallowed the tops of the

Selkirks, which yesterday had towered blue-white into an azure sky. At forty miles an hour he drifted down into Garver's Bend, whistled for the milepost, and turned to the fireman with the curt command: "Take a full tank, Perkins. We'll be fighting snow in the pass. We may get stuck and have to stay all night."

Perkins said: "Okay, 'ogger."

Then the head brakeman swung out of the gangway and dropped off to let the train run by him. Perkins lifted the storm curtain and went high for the engine to take water. Tex spotted the tank at the chute, seized wrench and cans, and went low to check his running gear.

Although it was only three o'clock, dusk was settling, for the winter night falls early in the deep gorges of British Columbia. Scarcely could he see the station squatting under beetling cliffs. Completely buried with the log schoolhouse and the homes of Swiss-Canadian mountaineers beyond.

While Tex was bending into the driving gear of the 5769 he heard the crunch of feet on frozen cinders and heard them stop behind him. Turning around, he started in surprise.

Charlotte Bentley was calmly tucking a pretty bronze curl under a green tam with a gauntleted hand, and her eyes were aglow with mischief.

Tex stared in admiration. Then his eyes shifted away to the agent and he asked almost gruffly: "What's eatin' on yuh, mister?"

The agent hemmed and hawed and performed an awkward introduction. The girl turned to watch the fireman while her friend brought up the subject of the ride.

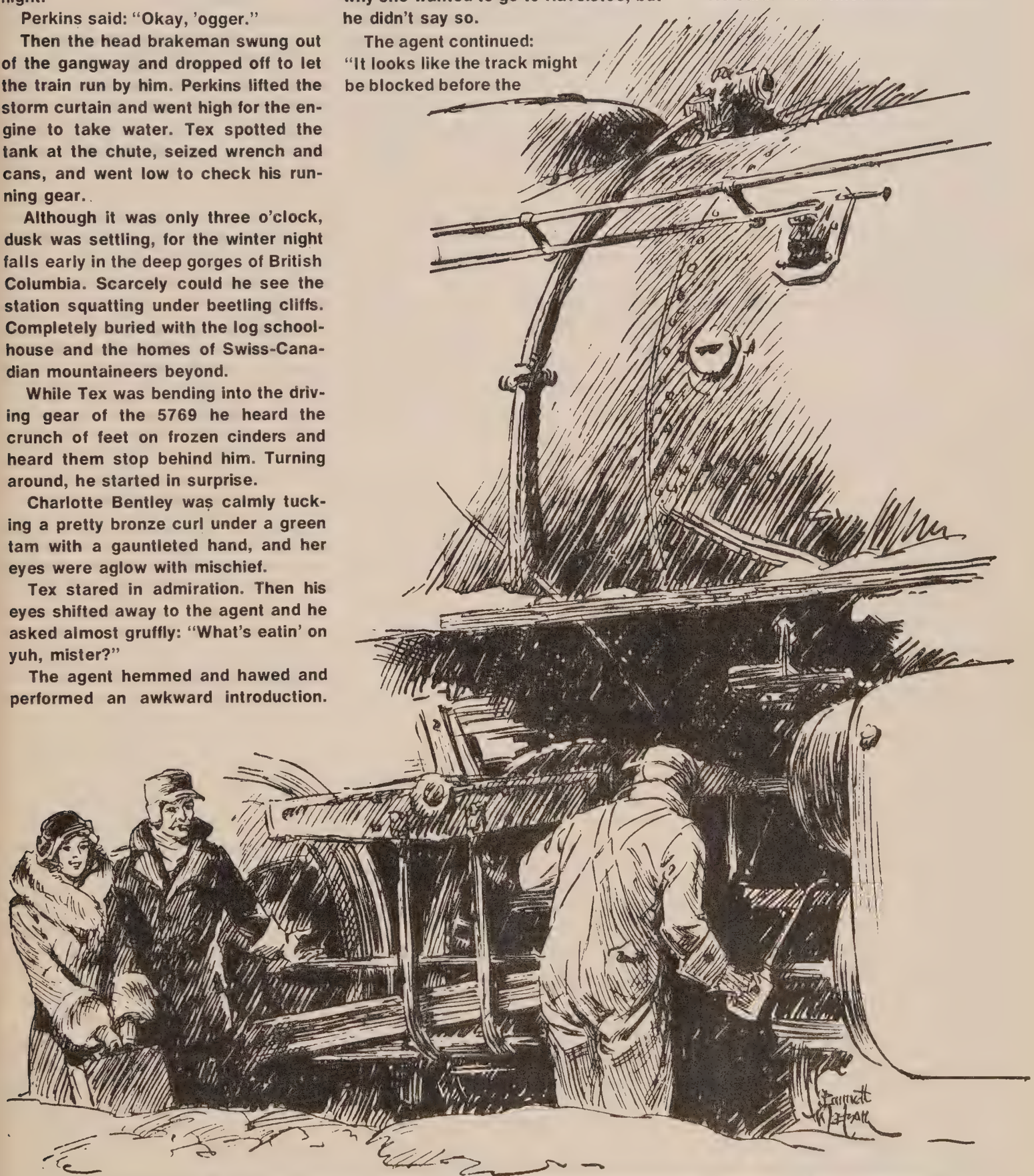
"Miss Bentley," he said, "is anxious to get into Ravelstoe tonight."

Tex, remembering what he had written in the note placed in the candy box, grinned broadly. He thought he knew why she wanted to go to Ravelstoe, but he didn't say so.

The agent continued: "It looks like the track might be blocked before the *Dominion Limited* gets through to take her. Do you reckon . . ."

Tex did not need to *reckon.* He knew that despite rules and assistant superintendents, and the threat of a blockade in the pass, he'd take that lady to town if she would go. Still, he did not wish to appear too eager.

He said: "You know the rules."



"An engine cab," drawled Tex, "is no place for a woman. If we should get stuck in a drift all night it'd be embarrassing."

The agent nodded. "I also know you fellows don't live up to them."

"Yeah. Who told you?"

"I have eyes, Mr. Waldron, and I've seen plenty of men riding the cabs with you."

"Men, yes, but not women." Tex almost laughed at the look of frustration which came into the girl's face. "An engine cab"—he did not know he was repeating almost word for word the argument David MacCannon had used on the school teacher two weeks before—"is no place for a woman, especially when there's snow in the pass and more in the sky ready to start falling. If we should get stuck in a drift and have to stay all night, it might be embarrassing to a young lady—"

The girl quit pretending that she was watching the fireman. "I don't wish to force myself upon you, sir," she said with dignity, "but I am willing to assume any risk in order to get out of this place before I am blocked in over the holidays."

IF TEX had told her what risk he himself would run by taking her into his cab she probably would have refused to go. If he had seen the diamond ring then, or suspected she was using him to put a fast one over a boy friend and get home for a date with another man, he'd certainly have said no. But they did not exchange confidences. Charlotte wanted to go—Tex would take her.

The thirty-nine crooked miles from Garver's Bend to Tunnelton was a long, hard climb. Snow swirled through cuts, burying the tracks. Spruce and fir and hemlock, decked with white, marched incessantly under his headlight.

For three straight hours the decapod, aided by two low-wheeled mountain engines cut in behind, labored through the light snow, her pilot plow pushing aside the fall, and drivers slipping on the icy rail.

Usually the grind was a tiresome one on the men in the cab, but that Christmas Eve the miles passed quickly. There was a queen in the cab. All were in a festive mood with jest and laughter and song. The girl led out in her clear soprano voice, while the men joined in, timidly at first, then boldly as the ice was broken and they became acquainted.

When they had quit singing, the brakeman brought out his grip and displayed two dolls and a toy train he was "taking home for the old woman to put on the Christmas tree for the babies."

The jollity went out of them, however, when they emerged from the tunnel. To the east, the fall of snow had been rather light, but on the west, wet winds sweeping up from the Pacific were emptying a deluge of snow to lie toppling among the pinnacled fields.

Tex was apprehensive. He went into the station office and made inquiry.

"It's going to be tough going," the agent told him. "The dispatcher is sending the rotary up ahead of Number Twelve. They're going to let you and the varnish go through, and hold everything else until daylight for fear of slides."

Tex did not like it. He realized that even if his pilot plow handled the fall, a slide blocking the track might hold them up for hours, jeopardizing the girl's reputation and causing his owh discharge from the service.

Returning to the cab, he talked to his passenger, whom he was now calling by her first name. Human beings huddled together in a little space like an engine cab or around a campfire on a dark night, especially on a Christmas Eve, are drawn closely together by sentimental ties.

So Tex said seriously: "I hate to suggest it, Charlotte, but I believe you'd better stay in town here the rest of the night. There's a pretty good hotel—"

"Getting tired of my company?" the school teacher teased.

"Not at all!" said Tex. "I'd like nothing better than to take you on to Ravelstoe, but snow is piled up a mile deep on these mountains. If it took a notion to head for the Pacific Ocean, an avalanche might sweep us all into eternity."

"*You're* going, aren't you?"

"Sure, we're going. We have to take the train down—at least, we're about to start."

"Then I'd like to start with you."

"Okay, Charlotte, I've never yet made a girl walk in."

They both laughed, but the hogger's laugh was tight, like the string of a violin, for he had a hunch then that disaster was riding his cab that night.

IT HAD BEEN dark three hours when they started down, with orders to meet the rotary and Number 12 at Scheeley, sixteen miles ahead. Tex believed that if they could make Scheeley and the cleared track, they'd go in without a hitch, for they would then be through the worst of the snowslide territory.

In handling trains by air, a high pressure is built up in the train braking system. To apply the brakes, the engineer turns air out of it, reducing his pressure. Brakes soon release themselves by leaking and must be set again. Before he can apply them, the hogger must recharge his train lihe, building up a new pressure.

This requires time. On heavy mountain grades, trains would get under too much headway while he is recharging. To avoid this possibility, retaining valves were invented. These retainers, whose control is usually in a little lever near the brake wheel, must be turned *up* when needed, *down* when not in use.

Handling retainers on mountain grades is the brakemen's job. With approximately twenty cars to the man, they go over the train while it is still or in motion, turning up retainers and turning them down when wheels became too hot for safety. The job is one which requires courage, experience, and a steady nerve.

Tex warned the head brakeman: "Take it easy tonight, Larson. You only have to miss one step to make a window. These tops are slick as glass, so don't try to walk 'em while they're moving out. I'll stop for you."

"No need to stop for me, hogger," the man replied. "I can take care of myself," and he scrambled into the snow.

Conversation ceased when they left Tunnelton. Merriment gave place to tight-lipped silence. The throb and pound of the locomotive were gone now. They drifted through the first snowshed. Speed increased. When the girl's quick breath told Tex that she thought they were running away, the engineer made his first break reduction. The 5769 slowed and quivered.

Tex peered ahead through the black bore of the shed, glanced back to watch the lights of his brakemen handling retainers. Soon they emerged to the bleak mountainside. Far, far below, spruce and fir trees fell away into the heavy snow and sent it swirling to the headlight, and the world was blotted out.

They moved downward through stretches of snowshed cold and bleak as a forgotten tomb, stretches of open mountainside with the snow swirling around them. Lamps of trackwalkers, those guardians of the steel, rose and fell in sign that all was well.

For a dozen miles Charlotte Bentley

did not open her mouth. She seemed to sense now the peril which comes to those who ride ahead of heavy freight tonnage down a snowbound mountainside.

TEX STOOD quietly on his platform, handling levers and gadgets. He watched clocks and gages, peered back to watch the head brakeman's spark of light, ahead searching the darkness for a danger signal.

Three miles from Scheeley, running twelve miles an hour, he saw the flash of a red fusee burst out of the snow spray. Twisting his brake valve, he answered the signal. The light disappeared, and when the snow broke to let it shine again it was at his pilot nose, swinging viciously. He realized then they were into something.

He spoke sharply. "Hold tight and sit still!"

The light went by. Spray broke again and he saw what appeared as a blank white wall close under his headlight. He was into a slide. Whether great or small, still or moving, he did not know. The train groaned on. Pilot and smokebox nosed into it. The engine stopped almost dead-still.

He tensed, waiting for time to end and eternity to begin. A trembling girl threw both arms about him. The cab throbbed and quivered as if it would go to pieces under the terrible pressure from behind.

Above all other sounds came a wild, weird scream. It rose high—and ended suddenly. The fireman slipped out of his seat, came into the gangway and went back.

Charlotte whispered hoarsely: "What—what was that?"

Tex did not answer. He expected each split-second to feel the engine leave the rails and plunge into the gorge. But it didn't. The slide was but a tiny one. Slack running in shoved the engine through. It stopped with the cab midway of a pile almost level with the windows.

Tex had not forgotten the eerie cry. He opened the window and peered back. When he had come through the last snowshed the head brakeman's light had been atop the third cab. *It was not there now!*

He whistled out a flagman, then he and the fireman started walking back over the snow-heaped car tops. The teacher tried to follow, but Tex stopped her.

"You stay here, Charlotte!" he said with emphasis. "This is a man's job."

She didn't ask what the job was, but sat in the dingy cab. Steam whined and popped in the boiler. Air pumps screeched like a banshee scream. Another drift fell from a ridge and buried the pilot.

Charlotte pulled off her warm gloves and watched the diamond sparkle on her third finger, and her lips quivered. She looked into her glass. There were splotches of grease on her pretty nose. She daubed them with powder, and polished them away.

The men were gone a long time, but not nearly so long as it seemed. When they returned they gave no information. Charlotte asked no questions. She did not need to be told that although the little brakeman's babies might enjoy the toys he had bought for them, he never know it.

She glanced across at the grip which scarcely two hours ago he had shown them so proudly. Two big big hot tears slipped down her cheeks and splashed onto the deck. Tex removed a gauntlet and took her trembling hand in his and said huskily: "It's tough, kid, but it's railroading."

WHILE holding her hands he gradually became aware of the ring on the third finger of the left one. He glanced down at it, saw the diamond flashing green and red and blue in the dim light.

Then he became aware that in bringing her with him in the cab he had played not only the fool, but the sucker. He released her hands, drew on his gauntlets, and went outside to look around.

They had been here for an hour now. The slide from ahead had blocked them in tight as a wedge. He returned to the cab. Inwardly he was cursing himself for his folly in bringing this little flirt with him. She eyed him searchingly.

"Serious?" she queried.

Tex nodded. "We can't move till the plow comes to dig us out."

Neither spoke much while waiting for the plow. Both were engrossed with their own thoughts. Tex brooded over the possibility that his sense of gallantry might cost him his job. He took the only course which might possibly save him. When the plow came up, he went down to his pilot. Mr. MacCannon strode forward to meet him and inquire the trouble.

Tex explained that their brakeman had gone under the wheels and they had been wedged in while they were picking up the pieces. Mac did not seem satisfied. He shoved past the engineer and headed for the cab, as if he had a hunch something there was not intended for him to see.

The fireman had got their guest away from the windows to keep her out of sight. She leaned dejectedly against a stoker pipe. Mac and Tex came up the step. The assistant superintendent stopped and stared in amazement.

"What—what are you doing here, Charlotte?" he choked.

The girl sensed that her wilfulness had gotten Tex into trouble. Maybe it showed in Mac's face or in that of the engineer.

Laying a hand on Mac's sleeve, she said tremulously: "Oh, Davie, darling! I did so want to spend my Christmas with you. And when they told me the trains might be late I persuaded Mr. Waldron to bring me in on his engine. Wasn't it nice of him?"

Tex gulped and swallowed. Flashes of cold and heat swept up his spine.

Mac did not do his loud talking then. He turned to Tex with the injunction:

"You may follow the plow to Scheeley, sir. Report to my office in the morning at nine."

THE SESSION in the office was not prolonged. Both Mac and the superintendent were there. The super did most of the talking. He asked a few questions. Tex admitted his breach of rules and accepted responsibility. He offered no defense, even when the official intimated that he had killed a brakeman by careless handling of a train while he was flirting with a woman.

They fired him, of course, and gave him a service letter and a check. He tore up the letter without reading it and put the check into his pocket. When he left the office he went directly to the Larson home to do what he could for the widow and orphans.

Charlotte was there, too. All the coquettishness gone from her greenish-blue eyes now, she was the bare soul of a woman. She was dressing the two dolls which the brakeman had shown her. She glanced up at Tex and tried to smile.

Tex met her with a cold nod and started talking to Mrs. Larson. He did not remain long. After he had unobtrusively forced a couple of bills into her resisting hand, he turned to leave.

Charlotte laid down the doll and fol-

lowed him to the door. "I'm so sorry about last night, Mr. Waldron," she said brokenly.

"Are you?" His tone was hard.

"Yes, really."

"I don't see why you should be. You got your ride, didn't you?"

With eyes averted, he turned and left her standing in the doorway.

IF JIMMIE SHELTON had been at home, there might have been a rehearing; but the road foreman of engines was gone—would be gone for weeks. There was no rehearing.

Tex remained in Ravelstoe a few days trying to dispose of his real estate. In the meantime, for the first World War was on, some of the boys kept urging him to join the Army. One afternoon, having drunk more liquor than was good for him, he went to a recruiting office and signed up.

That night while he was in his room packing to leave, he heard a soft knock on his door. When he opened it, Charlotte Bentley was there and she had been crying.

"May I come in?" she quavered.

"You may."

"Looking for another cab ride?" he asked with a forced laugh.

She swallowed and spoke in a tone she was trying hard to keep steady. "I just heard that—that Mr. MacCannon has discharged you."

"Oh, did you?" he asked coldly.

"Yes. I can't tell you how sorry I am, Mr. Waldron. It seems so unfair and so unjust, because it was my fault—not yours."

Tex had been drinking, but that admissive slightly sobered him. He saw the misery in her tear-stained face.

"It was not your fault as much as mine, Miss Bentley. I knew the rules. If I had not wanted to carry you in my cab, I could have refused."

"Isn't there something we can do—some appeal we can use—"

"None that would prove effective."

"Aren't you even going to try?"

"Nope."

"Then I am. I'm going to the superintendent and tell him—"

"You'd be wasting your breath, Miss Bentley. Mac has been looking for a chance to fire me ever since he came. I didn't know why, at first. I know now. Your appeal would be useless, and besides," he continued, smiling, "I've decided to go across the pond and help lick the Kaiser."

The girl stared and unshed tears gleamed in her eyes. When she could trust herself to speak, she whispered: "You mean you've enlisted?"

"Sure. I'm leaving for a training camp on the midnight train."

If Tex had been wholly sober, or if he had been watching Charlotte instead of trying to impress her with the fact that he was not concerned over the loss of his job, he might have known that her agitation was not altogether because of her own blunder.

He might even have seen the diamond was gone from the hand which she placed on his sleeve when she told him good-by. But he did not notice.

AT THE END of April he went across to work in the U.S. Transportation Corps. He reckoned bitterly that Charlotte Bentley would have been married by that time. He did not know she had joined a nursing corps and had come over a scant month behind him; he never knew it until the final year of the war.

That summer there was a terrible accident at Romancourt, behind the trenches. A munitions train caught fire in a railroad yard, with other munitions trains all around it, while men by the hundreds were asleep in their barracks. Tex Waldron dared the devil and the undertaker, and snatched the burning cars away to blow up in the open country.

A month later Tex awoke in a base hospital. A little bronze-haired angel with bluish-green eyes was bending over him. He whispered her name, called her darling, and she stooped to kiss him. At first the engineer thought he was dreaming, but he dreamed on. She ministered to him. He worshipped her.

A long time afterward, he tried to talk to her, wanted to know why she had left Canada, why she and Mr. MacCannon had not married; but Charlotte told the patient not to talk until he got well again.

When at length his health returned, she had gone away. Tex was glad then he hadn't talked, for when he looked in his mirror, he saw instead of the handsome face which had once smiled back at him, a thing all scarred and red and repulsive. Highly sensitive, he reckoned then that no woman would ever look at him without a shudder.

That October he was invalided home, but he did not long remain in the Dominion. He returned to his old home in Texas and tried to find work, but apparently there were no jobs for him.

With no anchor in life, no hope of home and happiness, he became a drifter. He rode the freights and lived in hobo jungles with other men whom the war had ruined. His pension furnished money for his needs, and the roving satisfied a longing which had grown into his restless soul.

For a year or more Tex rambled through the States. Always the North was calling—calling him to the land of tottering snows. Sometimes at night when he lay under the stars, he would dream of the white-robed mountains of British Columbia rising tier on tier into the heavens. Sometimes down in the valley there would be a woman, a little woman with the sad, sweet face of an angel framed in bronze. Sometimes she was chained to the iron. Sometimes she was imploring him to return to her, telling him that she was sorry, so sorry.

Then came spring, and he determined to go North again—just rambling. Certainly he did not expect to find Charlotte Bentley. He could have only expected grief and disappointment even if he did find her. But he went.

He rode a freight into Ravelstoe. There had been changes. Mr. MacCannon had married a hard-talking, domineering female, ahd gone East to enforce discipline on a prairie district. Tex stayed a week, without telling a soul who he was. He didn't even call on Jimmie Shelton, though he knew the old road foreman of engines would have been tickled pink to see him.

LATE ON A SPRING afternoon he boarded an eastbound rattler. There were other riders, but Tex did not talk to them. He was recalling the last run he had made—the box of chocolates, the little brakeman who had not come home for Christmas, the hour in the cab with *her,* the coming of Mr. MacCannon, and the scene in the office. It all seemed centuries ago, yet close at hand.

When they had passed Scheeley, he climbed atop the train and went to the engine. Engineer Bolton, who had been in France, eyed him coldly.

Tex brushed coal dust off serge trousers, grinned a scar-faced grin, and said: "Hi, hogger!"

Bolton glowered at him and asked harshly: "What you doing over here, bo? Don't you know—"

"That unauthorized persons are not permitted on locomitives?" Tex finished the sentence with a bitter laugh. "And how I know it, brother! That's why

I'm on the bum instead of jerking throttle on one of these Dominion Pacific hogs."

"Oh, yeah!" Bolton was skeptical. Hoboes pull all kinds of gags trying to get favors from railroad men.

Although in Ravelstoe, Tex had not revealed his identity, now that he was going away, he introduced himself to Bolton. He explained briefly why he had been discharged from the railway and produced credentials to show that he had been in France and why he had been decorated.

In a moment of tense silence Bolton studied the credentials and a film came into the black eyes. "So you're Waldron, huh?"

"Yes, sir. I'm Waldron."

Bolton held out a big hand and said huskily: "I never expected to have the pleasure of shaking your hand and saying 'Thanks, old chap.' "

He stared out toward the snow caps rising into the haze.

"You see, sir," he continued, almost reverently, "I was one of the guys asleep in the barracks that night at Romancourt, and you saved my life."

"Were you?"

Tex dropped his eyes to survey the worn shoes. He gouged dirt from under broken finger nails with a pocket knife. Of course, he remained in the cab. He kept fingering the familiar levers.

After a long time, Bolton slipped out of the seat and asked: "Like to twist her tail awhile?"

Waldron didn't hesitate this time.

"Wouldn't mind."

Tex eased into the seat, and his blood pressure came up. Ever since his return he had been obsessed with the feeling that life had licked him; but when he slipped into his accustomed place, felt the locomotive throbbing to his touch, his blood leaped with new life. He confided to Bolton that he wished he might return to the job.

"It makes a fellow feel like a man," said Tex, "instead of a bum."

"Why don't you see Shelton?"

"Oh, it wouldn't be any use. I've been gone years now. They wouldn't reinstate me, and they aren't hiring cripples."

Bolton did not raise false hopes. He must have known that Tex was right. But sometimes strange things happen around a railroad.

THE LATE DARKNESS fell. They went through the tunnel and turned down toward Garver's Bend. Tex was like a boy with a new plaything. Each movement brought new exhilaration, new confidence.

Bolton watched until he had made the second brake application. Then with the remark, "Waldron, you know your engines—and your mountains," he crossed to sit with the fireman and left Tex to himself.

Rolling, braking, releasing and recharging and braking again, he eased down the grade, left the mountain and entered the gorge. High walls were above him, mountain walls rising toward the starless heavens.

Tex knew they were to head in at Eagle Rock, nine miles into the gorge, to meet Number 11, the westbound *Dominion Limited.* When they were running through Windsor, the station next above, Bolton returned to the right side and he and Tex were talking.

They were making 25 miles an hour, with brakes grinding, loose brasses knocking, side rods clanking. They rounded a curve and crossed a tumbling stream to the south side. When the rumble of the bridge died they heard something which was neither grind nor knock nor clatter. It sounded as if someone had started a boulder rolling down a mountainside!

Tex knew what it was, knew that somewhere movement had loosed a section of the cliff and started it catapulting into the gorge. Head thrust from the cab window he swept a hand toward the brake valve, for the engineer's first instinct when trouble comes is to stop.

Tex did not stop. By the time his hand closed on the valve he had located the sound, knew it was just ahead of him. He swept the hand to throttle instead of brake. The slack went out of the train. His engine surged forward. The sound was dead ahead and then it was above them.

Leaving the platform, he and Bolton headed for the gangway. When they were in the deck the engine seemed to stop and quiver. Its cab roof caved in and rocks came through like projectiles. For a second Tex thought they were gone. Then the commotion above ceased. The engine broke loose, darted forward, and stopped with brakes in emergency.

Tex surveyed the damage. He himself was unscathed. The fireman was dazed. Bolton had a nasty cut in the head, but he was able to walk and talk. Tex got him into the seat and went back to look around.

The heaviest fall had gone over them into the river. A boxcar load of rock had been dumped into the track, derailing the tender and turning it upside dowh across the track. Several cars had plunged into the gorge, and others had been derailed above the slide.

BOLTON'S injuries turned out to be serious, but not painful. Tex asked about bandage and cotton.

"In my grip in the seatbox," Bolton mumbled. "Here—" He gave Tex a key to open the lock on the seatbox.

Tex unlocked the box, found the bandage and administered first aid. When he had finished with the key he inadvertently put it into his own pocket, instead of giving it back to Bolton. He didn't think of it again for hours.

The conductor came. Tex handled the limping engine under its own power to Eagle Rock. The *Dominion Limited* came. They put Bolton into a berth and called a doctor.

Tex hung around the station. The *Limited* stood on the main line 200 feet below the passing track switch. The engine crew curled up in the cab to get some spot; and quiet reigned in the blind siding.

Around midnight some hoboes straggled down from the wreck and built a jungle fire by the upper switch. Tex watched them wistfully, for it was cold sitting out under the stars. He finally went up to join them.

The next morning, at sunrise, they were sleeping soundly—all but Tex. He was sitting by the dying embers, playing with Bolton's switch key, thinking of other suns he had seen rise over the mountain ridge far to the east, watching the thin wreath of smoke from the locomotive standing on the main line, and wishing he might have his old job on the Dominion Pacific.

"If I did," he mused, "I'll bet—"

He hushed. Far up the gorge a locomotive was shrieking and screaming like a lost soul. He turned to stare.

A wrecking outfit carries huge chains whose links are forged to stand enormous strain. These chains are used in lifting wreckage onto the track or chaining cars and engines together.

The chains in the Ravelstoe outfit had been tried many times. Foreman Cassidy knew it. What he did not know was that one of his chains had a broken link. The break had occurred several days before when they had been cleaning up a smash in the yard. It had not been discovered because it was concealed by a little chunk of mud which had not been cleaned away.

They flung a chain around the tank—the chain with the broken link. They fastened it securely. It appeared to be holding. The men went underneath, placed the trucks, and let it down into place. They crawled aboard a flatcar. The foreman gave the signal, and the engineer started, dragging the cripple behind the hook up to Windsor.

That's where the broken link showed. When the tender started up the hill the chain slipped. The broken link parted. The chain came off the tank. It stood still for a split second, then started slowly down the hill.

TEX WALDRON saw it when he turned his head to see why the wrecker was whistling. He got up and watched it. The slanting rays of the rising sun etched it a flying streak against the dark background of the opening canyon wall. Tex knew it was the wrecked tank, knew it was on the iron and coming fast.

He looked east and saw the passenger train in its path. Then he started running toward the switch, which was not thirty feet away. He had no idea what he was going to do when he got there, but he started. As he ran he felt the switch key—Bolton's switch key with which he had unlocked a seat-box—in his right hand.

Tex knew then what he was going to do—if he had time. He leaped to the switch. It had been four years since he had unlocked one. He had to feel and fumble for the keyhole. The tank was coming at terrific speed. When he had the lock out of its hasp the wheels were not ten feet from the points.

He yanked the lever into place. The front wheels struck the turnout and screamed like a stricken baby. Instead of making the turn, they took to the ties. The tank jumped high in the air, turned over four times, and stopped close against the headlight of the *Dominion Limited.*

Tex did not go boasting around, claiming honors or rewards. He went back to the jungle to eat Mulligan stew with the rest of the boys. He never knew the full particulars, but some of the men must have got their heads together that morning—Charlie Bolton, the wrecker foreman, the engineer of the *Limited,* Jimmie Shelton, and a division superintendent.

The super caught him boarding another rattler for the East. There was a long conference. Tex Waldron returned to Ravelstoe, and a few days later some papers came through from the general office, reinstating him on his old niche on the seniority list!

And now, with only his work to live for, Tex began a new period of development. Officials came to trust him; men to respect him. Women—he let them alone. There was only one woman for Tex Waldron and, he thought bitterly, she wasn't for him.

(And yet Fate offers some queer twists, as you will discover when you read the conclusion of this story in our next issue.) •

Deep snow and iron men. No weakling could work this Central Pacific rotary plow job shown on Cascade bridge in Calif., in 1890.

STEVE MAGUIRE'S

TRANSIT TOPICS

Illinois Terminal PCC cars leaving St. Louis depot. When Steve Maguire took this shot Sept. 4, 1953, he little thought IT would be abandoned and the two cars, 450 and 451, would go to two different museums and later be used in emergency service, this year, on Shaker Heights line to Cleveland's Hopkins Airport.

DESPITE the inflation, all public transit fares have been cut at least in half in Cuyahoga County (Cleveland and most of its suburbs), effective October 5th. Under the new schedule, rapid transit, which had cost 55 cents a ride on one line and 75 cents on another, with no transfer privileges between the two, is now only 35 cents a ride on either line, with free transfers to both rapid transit and buses.

The new base fare on buses is 25 cents. Previously, it was 50 cents, while a transfer set you back 5 cents more, and additional fares were required in some zones. Today, a 10-cent fare covers downtown loop bus service, which had been 25 cents. All fare cuts were made because voters on July 22nd overwhelmingly approved creation of a Regional Transit Authority and a one percent transit sales tax to subsidize it. Cuyahoga County's total state and local sales tax is now 5.5 percent.

Never again, except as past history, will you see a mention of the Cleveland Rapid Transit System or Shaker Heights Rapid Transit. These lines, plus several bus companies, now comprise the Greater Cleveland Rapid Transit District. However, the voters in Lake County, adjoining Cuyahoga on the north, turned down a chance to be included in the project. Just why, we don't know, except that one representative of the area said: "The makeup of Lake County is an affluent society. As long as energy is available, our people will continue to pay for it."

Anticipating increased ridership from the lowering of fares, the Shaker Division of the new Transit Authority obtained two former Illinois Terminal PCC cars from museums to which they had gone after the ITRR quit passenger service a few years ago.

With the cooperation of the Connecticut Electric Ry. Museum at Warehouse Point, Conn., and the Ohio Railway Museum at Worthington, Ohio, former IT cars 450 and 451 were leased to the Shaker line for 3 years and shipped there in September. They are being used in a two-car m.u. train on Shaker tracks. Plans call for through service from the Shaker line to Cleveland's Hopkins Airport via the rapid transit line. These cars will provide four trips daily in the new service, according to Edwin E. Allen, Superintendent of Shops & Equipment of RTA's Shaker Division.

Additional equipment also may be coming to this line as a stop-gap measure until new cars are bought in a couple of years. If the traffic increases as expected, more PCC's may be bought second-hand from Toronto, Ont., or Newark, N.J. Cars of the latter line are especially hoped for, since they are identical with Shaker cars purchased second-hand from the Minneapolis system.

Plans call for the purchase of 60 new cars, probably Canadian light rail vehicles. Of these, 10 would be double-ended for Airport service and the remainder single-ended. Orders for them may be placed by April, 1976, with delivery 30 months later.

SOME 250 Illinois Central Gulf commuters had a close call in Chicago the other day when their two-car, doubledecker, m.u. train hit debris that had been tossed onto the tracks, reports Steve Scalzo. While passing 79th Street, both the hydraulic and electro-magnetic brakes failed when the engineer tried to lessen his 60 mph speed. He then put the train into emergency, but only partial braking resulted.

So he radioed ahead for Kensington tower to switch him onto the mainline to give him a greater distance for slowing down. Luckily, no train was running just ahead of the crippled one, for the Saturday evening traffic was light. An off-duty engineer on the train heard the distress call and ran to the front to apply the hand brake there. Two other off-duty engineers in the rear car realized they were going too fast to make the Kensingtons stop, and twirled the rear hand brake.

The train went past Kensington station at 20 mph, but finally stopped about 1,000 feet beyond. It was then backed slowly to the station, where the passengers, more fortunate than they knew, were unloaded. Railroad investigators found that a pipe in the front car had been punctured, apparently by the debris. Piping and control valves on the other car also were damaged. And at 79th Street they were horrified to discover a rock about eight inches wide taped to another rail! This was a vicious act of vandalism.

BOSTON rates first in a 28-city survey of mass transportation performance, according to a report by the Council on Municipal Performances of New York. This is based on the fact that Boston is one of the few cities where public transit is used as extensively on the average as at peak hours. San Francisco runs second in the survey. Both cities are the only ones which retain a viable light rail system. New York City, with its big transportation system rates only 29th. Miami, Fla., is last in the list.

Even in the finding in favor of Boston, COMP notes that its bus service is not up to the standard of the subway and trolley systems, and the commuter traffic is worse.

"So long as the private automobile continues to be subsidized in central cities by the pollution, personnel, and road maintenance costs imposed on the city dwellers," the report warns, "the central cities will continue their decline."

Extension of the Massachusetts Bay Transportation Authority's Orange line into Medford, Mass., was complete on September 6th when the first train rolled into Boston from Wellington station in Medford, reports E. Rebsasner, of Winthrop, Mass. Riders can now go from Wellington station to downtown Boston in only 8 minutes. An extension to Malden is expected to be in service before the end of this year and one to Oak Grove is due next fall.

The line to Medford was not opened with the usual invited local dignitaries and memorial medallions. Instead, probably for financial reasons, the only celebration was giving free coffee. No new equipment was used; 1957-built cars serve the line. But MBTA has already advertised for bids for new equipment, which is expected to be

Ex-Toronto Transp. Comm. snow sweeper S-39 shown at Newark, N.J., ready for service on city subway line. It was originally a Trenton & Mercer Co. Trac. car.
Photograph by Bill Joyce

Texas Electric passenger motor 318 at Italy, Texas, March 3, '38.
Collection of C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

ready by 1978—shortly before the gubernatorial election!

PITTSBURGH'S Port Authority has selected the engineering firm of DeLeuw, Cather & Co. to study and evaluate possible transit systems for the South Hills area including Skybus, light rail trolleys, busways, etc., reports Jim Cerny of Pittsburgh.

Also in Pittsburgh, the huge, outmoded, Homewood carbarn-shop complex has finally been torn down. Built in 1897, the seven buildings constructed for the Citizens Electric Line originally served as trolley barns and maintenance shops.

Shortly after the turn of the century, Pittsburgh Railways took over the property. That transit firm remained the sole owner until Port Authority Transit (PAT) assumed control in 1964. PAT used the barns until nearly two years ago when it moved to newer facilities and made an agreement with the Urban Redevelopment Authority (URA) for buying the site.

The red bricks that formed the walls of the buildings bring as much as $75 a thousand in resale for new construction. There were well over a million of them, as well as columns and steel girders; so the scrapping firm rolled its gigantic steel ball only against the concrete cement in the floors.

THE LAST 26 CARS of the 450 ordered by Bay Area Rapid Transit from Rohr Industries, Inc., contain operator's cabs for front end operation in trains. They have been finished and are being shipped to BART, according to news received from Otto J. McQueen, 5707 Brookdale Ave., Oakland, Calif. 94605.

Oddly enough, the 26 cars are shipped with empty equipment cabinets in the operator's cabs. This was because BART has become engaged in a dispute with Westinghouse Electric Corp. BART claimed that equipment in earlier cars was defective and as a result cancelled all future orders for Westinghouse controls. Until BART can contract with another firm for the controls, the 26 must be put in dead storage without ever carrying a passenger. This is an expensive proposition, since the cars will be exposed to the elements, and their warranties of fitness for use will eventually be expiring. Westinghouse denies the charge.

WITH the cessation of work on New York City's Second Avenue subway line, the Urban Mass Transportation Administration has taken $74 million allotted for Second Avenue and transferred it as a grant for construction on Archer Avenue as part of the new Queens trunk line now being built. This additional funding for the Archer Avenue line also allows UMTA to transfer an immediate $37 for operating expenses to the New York City Transit Authority.

Incidentally, the Transit Authority has removed billboards on three subway entrances after complaints that they obscured views of the park. The signs were taken down from the IND subway entrances on 86th, 81st, and 72d Streets, a day after Councilman-at-Large Henry J. Stern of Manhattan announced that he planned to introduce a bill in the next session of the Council to require approval by community boards for such posters. He said they were eyesores and an invitation to graffiti.

The transit agency gets 50 percent of the net revenue from subway-entrance signs, which cost $250 each a month. Its advertising agency gets the other 50 percent.

"The Transit Authority is not insensitive to public feelings," says Marvin Schwartz, a spokesman for the New York Subways Advertising Co., which handles advertising for the transit agency.

HIGHER SPEEDS and increased currents in rapid transit and subway cars have led to a search for better third-rail current collectors. Thanks largely to an engineering plastic, designers at the Ohio Brass Co. have come up with a unit so light that a set of four on a car weighs only about 150 pounds as compared to the almost 1,000 pounds of previous designs—a dead-weight reduction of 850 pounds.

The Dynaglide current collector is said to provide excellent performance at speeds up to 80 miles an hour. Its light weight results in almost instant recovery after passing over a rough spot on the contact rail or from some sudden car movement, thus minimizing arcing and burning. The rubber torsion unit holding the paddle-type collection shoe on the rail with from 17 to 22 pounds of contact pressure is the only moving part in the current collector. The rugged plastic support bracket acts as its own insulator. Direct connection is made from the shoe through the fuse box to the traction motors.

OHIO'S Senator Robert A. Taft recently inserted into the *Congressional Record* of the U.S. Senate a news story from the *Washington Post,* entitled "Trolley, Please Come Back," written by Wolf von Eckardt, we learn from Charles A. Schneider of Washington, D.C. In presenting the story, Senator Taft comments as follows on the abandonment of the D.C. trolley system forced by Congress:

"Mr. von Eckardt makes the observation—and it is a very true one—that we acted foolishly and in haste when we replaced our streetcars with buses. We bought buses on the grounds that streetcars were "old-fashioned" and that buses could be routed flexibly. Yet when we study most cities' bus routings today, we find they make the same runs the streetcars made. In Europe, most cities still use streetcars, which, far from being old-fashioned, provide better service than we get from our buses.

"Streetcars are electric; thus they are

virtually silent and non-polluting. Toronto, Canada, which is expanding its streetcar system, has found that streetcars are one-third cheaper to operate than buses and one-third faster, even in city traffic.

"I think Mr. von Eckardt's suggestion that we bring back streetcars to Washington has great merit. I am proud to say that the State of Ohio is currently in the lead in taking a new look at the streetcar. Dayton, Ohio, has applied for a UMTA grant to build a light rail system, which would be the first new streetcar system in this country in many years. Dayton's plan, which is typical of the forward-looking thinking in that city, will, one way or another, be approved by UMTA, and Dayton will in turn be able to serve as a model for other cities across the country.

"If we are serious about wanting to reduce petroleum consumption and air pollution, there is no better tool to those ends than the streetcar."

THE BUDD CO. announces that a consortium, Consorcio Metrocarro-Rio, of which it is a member, received a $145 million order from the *Companhia do Metropolitano do Rio de Janeiro* to build 210 stainless-steel subway cars for the first line of its Rio Metro system. Budd's share of this order for Budd Pioneer-type trucks, design, and engineering represents about $10 million. This brings Budd's Brazilian backlog of railway orders to nearly $22 million. The engineering and truck components for the new Rio Metro cars will be supplied by Budd's Philadelphia plant.

NORTH JERSEY Chapter of the National Railway Historical Society operated an unusual fan-trip over the Newark city subway line last summer, a special run of the snow-sweeper purchased in 1974 by Transport of New Jersey from Toronto Transit. Painted bright red with yellow double trucks, it replaces a sweeper that was burned last year in the shops under suspicious circumstances. Originally it ran on the Trenton Transit lines. After that system had been abandoned in 1935, it was sold to the Third Avenue Railway in New York, and later to Toronto. Now numbered 5246, it has not yet seen snow service in Newark, because last winter was very mild.

ANGEL'S FLIGHT, a short incline line that ran up and down Los Angeles' Bunker Hill slope until deterioration and redevelopment of the area caused it to be condemned and abandoned a few years ago, may eventually be restored but not in its original condition, writes frank E. Bauer, 10907 Darby Ave., Northridge, Calif. 91324. This was the last incline line in L.A. It ran along a 33 percent grade for about 315 feet from Third and Hill streets to the top of Bunker Hill.

Recent inspection of the two cars used, *Olivet* and *Sinai,* show that little of them, except possibly some metal, can be saved when the line is rebuilt. New cars would have to be built. The new angle of climb will be only 15 degrees and the length will be 250 feet, due to increased setbacks at Olive and Hill streets. The project is sponsored by the city's Community Redevelopment Agency.

New Electric Publications

A SET of two big books covering the trolley and interurban lines of the Greater Cleveland area has just been produced by Harry Christiansen, a native of that city. Harry had previously published three traction books: *Lake Shore Electric* in 1963, *Northern Ohio Interurbans* in 1964, and *Ohio Trolley Trails* in 1971. The first and second of these are sold out and only a few copies of the last one are left. Harry is one of this magazine's *Interesting Railfans.* The story about him that appeared in our November '72 issue is reproduced in the first five pages of the first of the two-volume Cleveland books.

Trolley Trails Through Greater Cleveland (From the Beginning until 1910) has 325 pages, 8½x11˝, soft cover, 150,000 words, and 415 pictures, also early rosters and car routings, $11.50 from the author at 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

Trolley Trails Through Greater Cleveland (From 1910 to Today), 516 pages, 8½x11˝, soft-cover, 170,000 words, 560 pictures, roster, maps, car routings, etc. This volume also includes pages on the buses, trackless trolleys, taxis, short items on interurban lines, and the Shaker Heights R.T. It sells for $12.95.

Both books contain a varied assortment of pix collected by the author over the years. A few have been published before, but many are new. Regrettably, Harry gives no credits for any of the views used. This is too bad, especially because his foreword says: "I do not sell pictures. I have no way of reproducing them, and no time to traffic in them." Fortunately, negatives of some can be found in the collections of those who do sell trolley photos.

A SECOND printing has been made of a book by William R. Gordon, *Elmira and Chemung Trolleys,* originally published in 1970. This 176-page book covers trolleys and interurbans in the Elmira, N.Y., area, also Waverly, Corning, and Hornell, N.Y. Price remains $4.50 from the author at 232 Beresford Rd., Rochester, N.Y. 14610.

Trackless Trolleys of the Fitchburg & Leominster Street Railway Co., by Bradley H. Clarke, 56 pages, 8½x11˝, soft cover and stapled binding, $4.25 from Boston Street Ry. Assn., P.O. Box 102, Cambridge, Mass. 02138. Readers interested in trolley buses will enjoy this story of a service that lasted from 1932 until 1946. Much valuable material in this book came from the F&L bus operators. There are also a few trolley photos of earlier years when the F&L ran street railway lines.

SEND ALL transit news direct to Steve Maguire at Box 91, Belmar, N.J. 07719. •

Ex-Red Arrow 26 of Buckingham Valley Trolley Assn. at Buckingham Valley station of New Hope & Ivyland Railroad on an early June day in 1975.

Michael Shay, 3261 Marietta Ave., Lancaster, Pa. 17601

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

1975 HAS BEEN a very bad year on our railroads. Loss of traffic due to the general recession has forced many of them to lay aside locomotives not currently needed. Dismal scenes at Roanoke, Taylor, Altoona, and just about all other major rail centers recall the Thirties when incredible lines of weary steam engines stood idle at big terminals.

Not all diesels in storage today are weary, though. Some are almost new. Storage policies vary from road to road. Some companies are storing their heaviest units as a hedge against the agreement to pay engineers by engine weight. Others are storing their oldest and most uneconomical fuel-users, as would seem logical.

As I have reported, there seems to be a general feeling for storing all units not built by General Motors—a slap at major builder General Electric. In Canada, where the Alco-Montreal presence is felt more strongly than in the U.S., the yardstick seems to be withdraw the ones with the older 244 engines, but run those with the later 251's. On most U.S. roads, Alcos of any era are looked on as expendable. B&O, for instance, has taken out of service and stored all Alco switchers, with stacks covered. Ostensibly, those units are waiting for a business resurgence, being still good for many miles; but storage for any length of time exacts a terrible toll on machinery of any type.

Interestingly, the B&O Alcos stored in Pittsburgh are all in fresh paint—solid blue with a large yellow "B&O" on their sides, not the current "Chessie System" scheme. Two questions: Why paint the old units, and, if paint had to be applied, why not the current paint scheme?

As more and more locos are stored and retired, minority makes and models suffer the worst. Endangered species such as EMD BL-2's, F-M Trainmasters, C-Liners, Alco FA's, and EMD E-units lost members at an alarming rate. No F-M C-Liners are in service, CP Rail having retired the last of them. Trainmasters were banished from Southern Pacific, perhaps their biggest supporter last year, and now linger on the Norfolk & Western and CP Rail in precious few numbers.

The BL-2, long referred to as the "ugliest diesel ever built," is finding new friends in fantrip service out of Louisville. Two of the "Mongeese" (a Rock Island term) still run on the Western Maryland, but all 7 remaining on Bangor & Aroostook were stored as this is written. A late report says one WM BL-2 was seen on the B&O at Brunswick, Md., which may mean that their services as hump power at Hagerstown may be surplus. B&O has so changed the traffic patterns of the Western Maryland that the Hagerstown yard facility might be bypassed. The remaining Alco FA freight units on CP Rail have been stored in the push to rid the road of "244 units," including the FA's.

Even the famous old F-7 lost another major supporter. Baltimore & Ohio, trying to get the last miles out of its remaining F-7's, used them up until last summer's end in sporadic service, but at length the last 30 were laid up in Cumberland and stripped. B&O lettering was painted out and "NAP" stenciled in its place—Naporano Iron & Metals Co., a New Jersey scrap dealer. Penn Central F's were still being reported, although I haven't seen one in my home bailiwick of Cincinnati since mid-July.

In recent weeks, freight has shown some signs of coming back. Most traffic moving through Cincinnati these days is coal, but lately there have been more auto-industry loads, and grain will be getting moving in October. Most common power seen here are GP-40, SD-40, SD-45.

DICK SIEVERS, reporting on Southern Pacific, has supplied a final disposition list for FM Trainmasters. With the big TM's demise, all FM power is now off SP, effective June 1, 1975. The H-12-44 switchers, the system's only other FM's, are all off the roster. Those not scrapped (as of September 1st) are held at El Paso, Texas, and Bayshore at San Francisco. Disposition of the H-24-66 Trainmasters:

Number	Vacated	Sent to
3020	8/74	Chrome Crankshaft for scrap
3021	6/75	Purdy Metals
3022	8/74	Chrome Crankshaft
3023	6/75	Purdy Metals
3024	8/74	Chrome Crankshaft
3025	---	Held for brake sled
3026	6/75	Purdy Metals
3027	10/74	Now Brake Sled SPMW 9100
3028	6/75	Purdy Metals (Note: used as brake sled "as is," then stored, finally scrapped.
3029	8/74	Chrome Crankshaft
3030	8/74	Chrome Crankshaft
3031	6/75	Purdy Metals
3032	8/74	Chrome Crankshaft
3033	---	Held for brake sled
3034	---	Held for brake sled
3035	6/75	Purdy Metals

Chrome Crankshaft dismantles the units, then ships the prime movers to Texas as stationary engines for barge and oil-well pump service. SP's "brake sled" program is unique. West Colton, Calif., has what SP calls a gravity yard, not a hump yard. There trains are pushed to the crest of a natural hill, to roll through retarders and into the bowl of the yard as in a normal man-made hump facility. In the past, locomotives pushing these strings had a tough time stopping them, for lack of breaking resistance. This is not normally a problem with a man-made hump, as the string has to climb to the hump, and thus gravity works both to retard the string and roll the free cars.

At West Colton, the string is shoved along a level track to the crest, and thus needs braking power. A brake sled is simply a locomotive underframe and trucks filled with concrete. There is no power nor traction motors, simply a weight on wheels which increases drag when the brakes are applied. The sled is coupled to a master loco, usually a reworked C-628 or, in SP's case, a C-630. So we have another term for denoting an auxiliary unit.

Remember the "calf" (or B unit) as having both prime mover and traction motors but no controls of its own, operated by a "cow." "Slug" (or "mate") has no prime mover, being simply weighted traction motors which get electrical power from master. Now we have "brake sled," with no power at all, simply wheels with brakes under a huge weight. As the guinea pig for this program, No. 3028 was operated without external change as a "sled" before going to scrap. SPMW No. 9100 and the other 3 sleds are cut to the underframes and look like flatcars.

SOUTHERN PACIFIC's commuter fleet consists of these locomotives:

3001, 3002, 3004-3010	GP-9	
3186-3187 (ex-3000, 3003)	GP-9E	("single-ended," left side control stand removed, rear number

Bicentennial paint job on South Buffalo Ry. No. 56, with red, white, and blue colors, shown idling near Bethlehem's Lackawanna plant located in the Buffalo, N.Y., area.

		boards and lights blanked)
3197-3199	GP-40P-2	3197 painted red/white/ blue
3200-3209	SDP-45	
4450-4451	SD9E	Standby, generally used in local freight service

Plans are to eventually "single-end" all of the standard GP-9's. Stored SP units include 100 diesels system-wide, most at Los Angeles. Models represented are: GP-20, 30, 35, 40, SD-35, 45, 45T-2, 45X, C415, RS32, RSD15, C628, 630, U25B, 28B, 28C, 30C, 33C, U-50, and DD-35.

New units received include Cotton Belt SD-45T-2, No. 9404, last of the order. That should be all for awhile. The 40 units order for MP15AC's has been tabled for at least six months; but the original ones, SP 2690-2701 are in service. Twenty-two more SD40-T2's are on order, these will be remote control "slaves." Masters will be 8307-8317. Receivers 8357-8367. Southern Pacific is planning a run-through operation using slaves with Union Pacific between Roseville, Calif., and North Platte, Neb., for which these locos were ordered. And now here is the status of SP rebuilding:

Model	Rebuild location	Status
GP-9e	Sacramento	In progress: 3300, 3400, 3730, 3800 series units in service.
SD-9E	Sacramento	In progress: 4300-4400 series in service.
GP-30	Sacramento	In progress: 5001 to become 5020.
GP-35	Sacramento	In progress: 6553 to 6300.
GP-20	Sacramento	In progress: 4100's to SP, 4130's to SSW.
NW-2	Houston	Completed: all rebuilt to 1300's or scrapped/sold.
SW-900	Houston	Completed: 1170-1179 now 1190-1199.
SW7/SW9	Houston	Completed: now 2294-2316.
SD-35	Sacramento	In progress: 6950-6953 done.
U25B	Sacramento	In progress: 6800-6801 done. 6802 due.
Brake Sleds	Sacramento	In progress: MW 9100 done, 9101-9103 due.
C-628	Houston	Completed, for yard service.
C-630	Houston	Completed, for yard service.
RSD15	Sacramento	Deferred; 3102 only one done, rewired.
S-6	Sacramento	deferred; 1274 only one done, rewired.

REPORTS from Washington, D.C., and Maryland suburban area have Western Maryland power heavy on B&O in the area. This includes WM F-7's. Rumors have it that WM's RS-3's are in storage, although this was during the wildcat coal strike. Possibly they are back to work in Elkins area.

ACCORDING to Gerald Paul Coleman, P.O. Box 7, Betterton, Md. 21610, any takeover of Penn Central's Delmarva Division (possibly by Southern) cannot come too soon. In late August he watched a 60-car freight heading south out of Clayton, Del., behind three GP-30's. The train was making a top speed of 25 mph. The clattering and squealing over the almost non-existant track joints could be heard as far away as Dover.

The days of 50-mph perishable reefer blocks are over. The new 12-hour work rules are wreaking havoc on the line, especially on the branches where peddling a 15-car freight over a mere 45-mile route is a two-day job. It's everybody for themselves on the branches, where speed is 7 mph, and safe operation is an accident. Gerald thinks Pennsy started this division's rapid decline in the late 1950's, if not earlier.

ENGINEMEN continue to complain to the Brotherhood of Locomotive Engineers about the rough ride on SDP-40F's, but in the September 12th issue of the *Locomotive Engineer* two unidentified fellows wrote that they like the engines. One did not identify his road, but mentioned that only two of the 24 SDP-40F's he has handled had problems. He said snow puts the whistles out of service; and in heavy snow, plowing it over 50 miles an hour completely obscures vision.

A Santa Fe man who operates between Los Angeles and San Diego at 90 mph says that ATSF corrected a lateral motion problem, and he has no other complaints. He attributes the problems to poor track and poor maintanance on other roads. Another man is indignant about SD-40's (freight service). He says SD-40-2's (newer freight service) have no problems but the older engines are very bad.

Obviously, the only thing to do is test-ride the SDP-40F's at operating speeds over the roads getting the most serious complaints.

IN SEPTEMBER, 1960, EMD brought out a new line of switchers built around the 567-B prime mover, which was followed by the improved 567-C. All these engines used a standard carbody, which has caused many fans to throw up their hands in frustration when trying to identify certain models.

We have investigated the SW-7, which was produced as a "fill-in" model until the SW-9 was ready. By using the older, NW-2-style carbody, SW-7 is a bit easier to identify. But in the case of the SW-8, SW-600, SW-900 (single-stackers), and the SW-9 and SW-1200 (double-stacks), "spotting" gets tough. Certain traits brought about by changes in designs over the production period help to identify most models. In the case of these switchers, some design changes overlap. Also, there are variations and exceptions galore.

To confuse the issue still further, EMD's model designations make no logical sense. "SW" originally meant 600 hp welded frame. But with these models, "SW" has to mean "switcher," as only one model is rated at 600 hp. All frames are welded, but as the cast frame had been discontinued in the 1940s, the "W" really has no meaning. The numerical designations pretty well match the horsepower ratings, except for the SW-9, which is rated at 1200.

WE'LL START this month with the SW-8, introduced in September, 1950 as the 8-cylinder version of the soon-to-be-announced SW-9. The SW-8 features a single, centered stack, full-length radiator grill, and a low, boxy EMD hood with a single-stage taper to a standard EMD cab. Cab windows are squared.

SW-8's were produced in two distinct phases, with subtle changes, SW-8 I being built from 9/50 to 2/53, and SW-8 II from 3/53 to 1/54. Phase I has two lifting eyes on the hood sides (front section, above the handrails), and old-style squared jack pads (above the trucks on the frame). Phase II has three eyes (one added at the rear of the hood between the 7th and 8th row of louvres), new notched jack pads, and open-backed step risers.

These changes also appear on other EMD switcher models of the same period; they were not limited to SW-8. The SW-8 can be told apart from most SW-600's and SW-900's by counting the louvres in the battery box on the "step" behind the cab. All SW-8'S have six louvre slits. Early production SW-600 and SW-900 models also have six slits, but the most units have five. "Slit counting" is at best difficult in person; on the scene. It is a real headache when trying to identify units from photos.

Another small helpful detail is the buffer plate behind the coupler. Old cast buffers had a curved top, for no apparent reason other than looks. Welded buffers have a flat top. The change in buffers was made in Jan. 1954, the last month of production for SW-8. This, then, except for possible overlaps, can be used as a spotting feature between SW-8 (rounded buffer) and SW-600 and SW-900 (both with flat welded buffers).

The *Second Diesel Spotter's Guide* gives the production count on SW-8 as 306 sold in the U.S. and 65 in Canada, none in Mexico or overseas. SW-8's were built in Canada (at GMD, London) from 11/50 until the end of production, as well as in Cleveland and La Grange. The switcher was rated at 800 hp, weighed 115 tons on the average,

SP No. 1100, Phase II SW8, at the Alemeda St. yards, Los Angeles, Calif., in '68.

Photograph by Henry W. Brueckman

Nickel Plate No. 112, Phase II SW8, now N&W 2112, at Delphos, Ohio, June, '54.

Paul B. Dunn, 912 Arch Street, Zanesville, Ohio

Standard Slag 50, Phase II SW8, show on arrival in Denver, Colo., in Nov. 1970.

Photograph by Bob Harmen

Lehigh Valley No. 260, Phase II SW8, with dynamic brakes at Delano, Pa., in 1961.

Photograph by J.W. Huldsman

and used AAR A switcher trucks. They were aimed at medium-light switching duties, SW-8's are owned by the full spectrum of users, from Class I common carriers to light industry.

Two identifiable variations exist: 38 SW-8's were fitted with dynamic brakes, which appears as a bulge in the hood just ahead of the cab, in the area normally tapered back. resistor grids appear on the hood sides, and the 8th set of louvres is absent. Resistors and cooling-fan assembly fit easily into the carbody behind the 8-cylinder engine. On 12-cylinder models, such as SW-1200, this assembly is perched on top of the hood ahead of the cab.

Another variation is the cow-calf application of the SW-8, which was designated model TR-6. This consists of a stock SW-8 and cabless booster, semi-permanently coupled to form a two-unit, 1600-hp locomotive. Configuration is the same as other modern EMD cow-calf sets. Twelve sets were sold, split between two buyers, Oliver Iron Mining and Southern Pacific.

In 1954, EMD modified a stock SW-8 with hydraulic drive (no traction motors). EMD 105 was displayed at Atlantic City in 1955, and tested extensively. It must have been less than successful, as it was not even demonstrated after Atlantic City. Designated model DH-2, it was rebuilt with electric transmission (standard) and used as the La Grange Shop Switcher until about 1968, when EMD began cannibalizing it.

IN THE DITCH DEPARTMENT. Another mishap on the Chesapeake & Ohio at Ross, Ky., put 19 cars on the ground and blocked Kentucky highway Rte. 8 for two days. Amtrak's *James Whitcomb Riley*, westbound behind the wreck, was backed 30 miles to Maysville, where passengers were taken off and bussed to destination.

Two weeks before, another C&O freight had dumped cars into the Ohio River east of Maysville, which caused a rerouting of the *Riley* over the C&O's "Northern" to Chillicothe, Ohio, and west over B&O from there to Cincy.

Louisville & Nashville had a northbound freight derailed at Lair, Ky., which caused a ruptured fuel tank on the stricken U-30C, No. 1560. Track failure was cited in this one.

Less serious but just as frustrating was a five-car derailment on the hump lead in PC's Sharon Yard in late September. All five cars remained upright but had to be winched back on the spread rails at a great cost of time and delay in this busy yard.

WE ARE WATCHING for Armco Steel's new GP-38-2, which was reported ready for delivery; but she has not yet shown up. Possibly she will go to another Armco location, although the best bet is here at Middletown, Ohio. Have you fellows near Butler, Pa.; Ashland, Ky.; Houston, or Kansas City seen her yet? Aliquippa & Southern's SW-1200 No. 1212 rolled through Cincinnati on her

way back to Aliquippa, Pa. (near Pittsburgh) after rebuilding by Precision. She is unchanged in design. That's a Jones & Laughlin Steel railroad.

I HEAR that about 40 of those stored N&W Alco RS-11's are going back into service. It infuriates me that so-called railfans have stolen builders' plates, trust plates, and even bells from some of the locos. N&W will remove these from all of the other stored engines, bearing a terrific cost caused by stupidity. Trust plates and bells are untraceable. Builders' plates aren't much good if the builder's number is obliterated, and that number is a dead giveaway, easily traced. Offers of Alco plates for sale should be investigated and reported to the N&W.

FROM Wayne Gardner, 1411 N. Washington Ave., Scranton, Pa. 18509, comes a report of several Erie Lackawanna F-7's in storage, with stacks covered, at Scranton. Wayne says two GP units also are there, a B&O and an EL unit, both involved in derailment and explosion in the Delaware Water Gap on September 10th. Wayne, can you get us the numbers of those units?

THE LAST Winton-Engined NC on earth, Sabine River & Northern 408, has been in the National Museum of Transport at St. Louis since early 1974. She was originally Youngstown & Northern 202, then EJ&E 408, then Marinette, Tomahawk & Western 408, finally SR&N 408.

WE ARE NOT short of good reading for railfans. Fine new books are available on just about any rail subject. Two came to my attention this month.

THE DIESEL YEARS, by Robert P. Olmsted, published by Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, is a classy portfolio of diesels in action on a large selection of roads. Olmsted's purpose was to fill the gap between the random-group-of-photos-style and the illustrated-roster style of diesel photography. Taking specific examples of each of the five builders' products (Alco, Baldwin, EMD, GE, and FM), he offers many photos of each model in action. There are older units (PA's, FT's, DL-109's) and current units (SDL-39, F-45), classic units (E-6), and unusual units (Jersey Central's double-ended DR-6-4-20's) and those we call "familiar" (U-28C, C-628).

The author seems to lean toward cab units, presenting cabs of Alco, Baldwin, EMD, and FM. Only those of EMD are common today. Switchers appear in backgrounds only. C-Liner coverage of New Haven and Milwaukee is excellent. Short text and long captions give a wealth of information, and model designations are abundant and correct, not simply "an EMD freight diesel." Photos are big (one or two to a page), usually very clear, and from interesting angles, but not "arty." Some were taken in imperfect light, but the "rough weather" scenes lend authenticity to the book.

Short rosters of limited-production models (such as FP-45 and F-45) appear. Many of the diesels presented no longer exist, while many more are down to a precious few, which makes them all the more interesting. Owning this book will delight the knowledgeable diesel fan, and the novice will gain expertise from it. All photos are original; all but a few were taken by the author. There are 160 8½X11 pages, all with photos. A fine buy at $13.95, coming out November 1st and available from the cut-rate Railroad Magazine Book Service.

SANTA FE'S DIESEL FLEET, by Joe McMillan, put out by Chatham Publishing Co., P.O. Box 283, Burlingame, Calif. 94010, is the last word on this big road's colorful power. Every class of diesel owned by Santa Fe is presented in photo form, with complete data (except for builder's number, although dates are given). Most photos are of the roster-shot ¾ angle style. A generous sprinkling of action pix complements the roster presentation. All photos are bright and clear on good slick paper.

Everything is here: steam generator cars, tie-plant locomotives, yard slugs, business and special cars, and a section on the rebuilding program, with a good look at the Santa Fe's new model, CF-7. The section on "Locomotives Retired Prior to 9/73" covers the classic PA's, E's, FT's, and intriguing off-brand switchers that ATSF dieselized with. Changes in paint schemes and assignments are dutifully recorded and photographed.

Even those who are not really diesel fans, but simply enjoy trains, will be impressed with the thoroughness and professional layout of this book. I'd be willing to bet that Santa Fe itself has nothing like it under one cover. From the mule-power pictured on Page 80 to the F-45's on Super C, this book really blankets the system. The legion of Santa Fe fans will recognize this as a labor of love, and the photo credits will be familiar to those who know the best railfan photographers of the West. No better record of ATSF's power exists. For $16.95, it's a book you cannot be without. This, too, is available from the cut-rate Railroad Magazine Book Service.

AND NOW, Merry Christmas to all! Continue sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. •

New York State Short Lines

Roster Compiled by Sy Reich

New York State Notes

Roster based on data from A&A's gen. mgr.; B&H; C&CV's president and gen. mgr.; G&W's supt. of equipment; Eli Lilly & Co.; Consumers Power Co. regional supt.; Eastman Kodak's Corp. Info. Dept.; D&H office manager-mechanical; Republic Steel gen. traffic mgr.; LA&L V.P., chief engr.; LIRR mechanical engineer; M&NJ pres., sec., and gen. mgr.; N&SL mgr. of transportation; SSL office manager; American Aggregates consultant; Alexander Railroad Sec.-Treas.; Duval gen. supt.; Becker Sand & Gravel purchasing agent; Masonite traffic mgr.; SB vice pres. and supt.; Cargill Grain supt.; Bethlehem Steel mgr. of news media div.; CSS&SB supt. mechanical dept.; CN chief of M.P. & C.E.; and St. Lawrence Iron & Mental pres. It is accurate as of the second quarter, 1974.

For the purpose of our rosters, a short line is defined as a common carrier railroad listed in either the Official Guide, the Pocket List of Railroad Officials, or both, with a route length of less than 400 miles.

Locomotive builders: Alco-American Locomotive Co.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; GEIR, General Electric-Ingersoll rand; Alco Pr., Alco Products; AGEIR, American Locomotive Co.-General Electric-Ingersoll Rand; WH, Westinghouse Electric & Manufacturing Co.; BW, Baldwin-Westinghouse; FM, Fairbanks Morse; MCGE, Montreal Locomotive Works-Canadian General Electric.

(1) A&A 14 was originally Escanaba & Lake Superior 14, then A&A 14, class 10-32D with 19" x 26" cylinders, 58" drivers, and 180 psi boiler pressure.

(2) A&A 18 was originally Charcoal Iron Co. ?, then Newberry Lumber & Chemical 18, then Boyne City Railroad 18, then A&A 18. It has 175 psi boiler pressure, 18" x 24" cylinders, 44" drivers.

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
			Arcade & Attica Railroad						
----	14	----	Baldwin	----	4-6-0	24,800	142,500	1917	1
----	18	----	Alco	----	2-8-0	28,400	130,000	1915	2
----	110	380	GE	44-ton	B-B	26,400	88,000	1941	
----	111	380	GE	44-ton	B-B	26,400	88,000	1947	
			Bath & Hammondsport Railroad						
----	D-1	400	GE	44-ton	B-B	26,400	89,000	1949	79
----	D-2	200	Plymouth	JDT	B	15,000	51,000	1959	3
----	D-3	400	GE	44-ton	B-B	22,000	88,000	1950	4
----	4	660	Alco-GE	S1	B-B	49,600	198,300	1950	80
----	5	660	Alco-GE	S1	B-B	49,250	197,000	1950	81
			Brooklyn Eastern District Terminal						
	21	660	Alco-GE	S1	B-B	59,400	198,000	1947	5
----	22-24	660	Alco-GE	S1	B-B	59,400	198,000	1947	6
----	25	660	Alco-GE	S1	B-B	59,400	198,000	1946	7
			Buffalo Creek Railroad						
----	40-41	600	GM-EMC	SW	B-B	?	?	1939	8
----	42	600	GM-EMD	SW1	B-B	?	?	1940	9
----	43	660	Alco	HH 660	B-B	59,400	198,000	1940	10
----	44	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
----	45-46	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
----	47	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
----	48	1000	Alco-GE	S2	B-B	69,000	230,000	1945	11
----	49	1000	Alco-GE	S2	B-B	69,000	230,000	1945	11
----	50	1000	Alco-GE	S2	B-B	69,000	230,000	1945	11

Bush Terminal Railroad

----	1-7	300	GEIR	----	B-B	29,750	100,000	1931	12
----	88	500	GE	65-ton	B-B	48,000	160,000	1943	13
----	89	500	GE	65-ton	B-B	48,000	160,000	1945	14

Central New York Railroad

----	101	1600	Alco-GE	RS-3	B-B	60,000	248,100	1952	82

Cooperstown & Charlotte Valley Railway

----	2	----	Alco	----	0-6-0	?	?	1942	
----	100	1500	Alco-GE	RS-2	B-B	60,000	253,500	1949	83

Dansville & Mount Morris Railroad

----	1	300	GE	44-ton	B-B	26,400	88,000	1956	
----	2	400	GE	44-ton	B-B	26,400	89,000	1949	79

Fonda, Johnstown & Gloversville Railroad

----	20	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
----	21	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
----	30	380	GE	44-ton	B-B	26,400	88,000	1941	22

Genesee & Wyoming Railroad

----	20	500	GE	80-ton	B-B	48,000	160,000	1944	23
----	21	500	GE	80-ton	B-B	48,000	160,000	1945	24
----	22	500	GE	80-ton	B-B	48,000	160,000	1945	25
----	25	1000	Alco-GE	RS-1	B-B	72,000	240,000	1952	
----	30	1000	Alco	RS-1	B-B	72,000	240,000	1955	
----	35	1000	Alco Pr.	S4	B-B	69,000	230,000	1958	
----	36	1000	Alco-GE	S4	B-B	69,000	230,000	1953	26
----	42	1000	Alco-GE	RS-1	B-B	72,000	240,000	1943	27
----	43	1000	Alco-GE	RS-1	B-B	72,000	240,000	1949	28
----	44	1000	Alco-GE	RS-1	B-B	72,000	240,000	1950	28

Greenwich & Johnsonville Railway

S-15	4116	1500	Alco-GE	RS-3	B-B	53,000	248,000	1952	15

Lake Champlain & Moriah Rail Road (no longer common carrier)

----	19	1000	GM-EMD	NW2	B-B	?	?	1940	16
----	D-815	1000	GM-EMD	NW2	B-B	?	?	1942	17

Lehigh & Hudson River Railway

----	1-3	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	18,19,29
----	4-9	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	20,29
----	10-11	1600	Alco-GE	RS-3	B-B	52,500	240,000	1950	20,29
----	12	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	18
----	13	1600	Alco-GE	RS-3	B-B	56,500	240,000	1951	21
----	21-22	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1963	84
----	23-24	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1965	
----	25-26	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	85
----	27-29	2000	Alco Pr.	DL-721A	B-B	57,200	264,000	1966	

Livonia, Avon & Lakeville Railroad

----	10	380	GE	44-ton	B-B	26,400	88,000	1948	30
----	17	----	Baldwin	---	2-8-2	?	?	1919	31
----	20	1000	Alco-GE	RS-1	B-B	72,400	240,000	1949	86
----	38	----	Baldwin	----	2-8-0	?	175,000	1927	77
----	97	300	GE	45-ton	B-B	22,500	90,000	1941	32

Long Island Rail Road

S-1	200-207	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1963-4	87
S-1	208-220	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1964	87
S-1	221	2000	Alco Pr.	DL-721A	B-B	65,500	262,000	1964	87
S-2	222-229	2000	Alco Pr.	DL-721A	B-B	67,500	270,000	1968	87
SS-1	398-399	150	GE	?	B	12,750	51,000	1958	
S-4	400	400	GE	44-ton	B-B	13,000	88,000	1950	33
A-2	401	600	AGEIR	----	B-B	60,000	203,000	1925	34
A-3	402	600	AGEIR	----	B-B	60,000	218,000	1928	34
A-4	403A,B	660	WH	----	(B)x(B)	49,500	174,000	1928	34
S-6	403	660	BW	VO 660	B-B	34,000	196,000	1945	35
S-6	404-408	660	Alco-GE	S1	B-B	29,200	199,900	1946	36,37,73, 88
S-6a	409-412	660	BW	DS 4-4-660	B-B	34,000	196,000	1948	36
S-6	413-414	660	Alco-GE	S1	B-B	29,200	199,900	1949	88
S-6mc	415-416	660	Alco-GE	S1	B-B	29,200	199,900	1949	
S-6m	417	660	Alco-GE	S1	B-B	29,200	199,900	1949	
S-6	418-420	660	Alco-GE	S1	B-B	29,200	199,900	1949	
S-6	421	660	Alco-GE	S1	B-B	29,200	199,900	1949	88
S-10m	439	1000	Alco-GE	S2	B-B	57,500	230,000	1948	38
S-10m	440	1000	Alco-GE	S2	B-B	57,500	230,000	1948	38
S-10m	441	1000	Alco-GE	S2	B-B	57,500	230,000	1948	38,88
S-10m	442	1000	Alco-GE	S2	B-B	57,500	230,000	1949	38
S-10	443	1000	Alco-GE	S2	B-B	58,500	234,000	1949	38
S-10	444	1000	Alco-GE	S2	B-B	58,500	234,000	1944	38
S-10	445	1000	Alco-GE	S2	B-B	58,500	234,000	1945	38
S-10c	446-447	1000	Alco-GE	S2	B-B	34,000	234,100	1949	88
s-10c	448-449	1000	Alco-GE	S2	B-B	34,000	234,100	1949	88
S-10ac	450	1000	BW	DS 4-4-1000	B-B	34,000	228,500	1948	36
S-10c	451	1000	Alco-GE	S2	B-B	34,000	234,100	1949	
S-10c	452-460	1000	Alco-GE	S2	B-B	34,000	234,100	1949	88
GP-10sc	461	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	
GP-10sc	462	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	
GP-10sc	463	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949	
GP-10msc	464-465	1000	Alco-GE	RS-1	B-B	34,000	249,700	1949-50	88
GP-10msc	466-469	1000	Alco-GE	RS-1	B-B	34,000	249,700	1950	88
GP-16sc	1501	1600	FM	H16-44	B-B	36,600	263,660	1951	88
GP-16sc	1502	1600	FM	H16-44	B-B	36,600	236,660	1951	88
GP-16sc	1503	1500	FM	ALT 200.2A	B-B	42,200	263,660	1949	39,88
GP-16msc	1504-1509	1600	FM	H16-44	B-B	36,600	263,660	1951	88
GP-15msc	1519-1520	1500	Alco-GE	RS-2	B-B	60,000	245,400	1949	40
GP-16msc	1551-1560	1600	Alco-GE	RS-3	B-B	46,000	255,040	1955	
GP-15msc	1571-1572	1500	Alco-GE	RS-2	B-B	60,000	245,400	1949	40
P-20sc	2001-2008	2000	FM	CPA 20-5	B-A1A	36,660	294,180	1950	88
P-24sc	2401-2404	2400	FM	CPA 24-5	B-A1A	36,660	309,300	1951	88

Massena Terminal Railroad

----	8	660	Alco-GE	S1	B-B	59,700	198,000	1940	43
----	11	1000	Alco-GE	S4	B-B	?	?	1951	
----	12	1000	Alco-GE	S2	B-B	?	?	1948	37
----	13	600	Alco	HH 600	B-B	?	?	1936	42

(3) B&H D-2 sold to George R. Silcott, then to Quaker Oats Co., where it is not numbered.

(4) B&H D-3 was originally Nashville, Chattanooga & St. Louis 103, then Louisville & Nashville 3103, then Preston W. Duffy 3103, then George R. Silcott 3103, then B&H D-3 (10/63), then George R. Silcott D-3 (9/70), then M.D. Friedman Co., where it operates with no number.

(5) BEDT 21 was originally Union 453, then Preston W. Duffy 453, then George R. Silcott 453, then BEDT 21 (10/62).

(6) BEDT 22-24 were originally New Orleans & Lower Coast 9013-9015; then NO&LC 6604-6606; then George R. Silcott 6604-6606 (3/28/63, 4/4/63, 3/28/63); then BEDT 22-24 (3/63).

(7) BEDT 25 was originally Erie 307, then Erie Lackawanna 307, then BEDT 25 (11/67.

(8) BCK 40-41 sold to Detroit Steel Co., numbered 111-112; then sold to Preston W. Duffy & Son (2/24/69) and shipped to M.D. Friedman Co., and scrapped.

(9) BCK 42 sold to the Chicago South Shore & South Bend, renumbered 601.

(10) BCK 43 sold to Relco, renumbered 606 (12/13/66).

(11) BCK 48-50 were originally Delaware & Hudson 3002, 3006, 3005; then BCK 48-50 (1/56, 1/56, 8/56).

(12) BT 1, 3, 6 were retired (7/64, 3/67, 3/67) and scrapped by F.C. Barschiro & Sons (10/69) and Sarnelli Bros. (5/67, 5/67).

(13) BT 88 was originally U.S. Army 7864, then BT 88.

(14) BT 89 was purchased second-hand from the Marine Corps, Camp LeJieun, N.C.

(15) G&J 4116 was originally D&H 4116, then G&J 4116.

(16) LC&M 19 was probably lettered LC&M, but owned by Republic Steel, of which the LC&M is a subsidiary.

(17) D-815 was lettered "Republic Steel Corporation" on the hood and "Property of Defence Plant Corp., Republic Steel Corp., Lessee" on the cab.

(18) L&HR 12, 3 sold to Vermont Railway, renumbered 601-602 (1/70).

(19(L&HR 1 sold to the Point Comfort & Northern.

(20) L&HR 4, 10 sold to the St. Johnsbury & Lamoille County. L&HR 4 renumbered SJ&LC 204. L&HR 10 not renumbered.

(21) L&HR 13 sold to George R. Silcott, renumbered 13; then to the San Manuel Arizona.

(22) FJ&G 30 was originally Washington & Old Dominion 47, then FJ&G 30 (1950), then Cargill Grain Div., where no number was assigned.

(23) G&W 20 sold to B.M. Weiss Co. (2/14/62), then to Hankin Conkey Construction Co. (1964 or 1965).

(24) G&W 21 was sold to George R. Silcott (2/15/66), then to Eli Lilly Co., renumbered E01.

(25) G&W 22 was sold to George R. Silcott (2/15/66), then to Consumers Power Co., where it received no number (1966).

(26) G&W 36 was originally Pittsburgh & Lake Erie 8655, then George R. Silcott 8655, then G&W 36 (1966).

(27) G&W 42 was originally New York, New Haven & Hartford 0670, then rebuilt by Alco Products and sold to the G&W as 42 (1/64).

(28) G&W 43-44 were originally Chicago & Western Indiana 256, 260; then Manufacturers Equipment and George R. Silcott 256, 260; then G&W 43-44. G&W 44 was sold to Eastman Kodak, renumbered 9.

(29) L&HR 2, 5-9, 11 were traded to Alco Pr. (1966) for new power.

(30) LA&L 10 was originally Pennsylvania Railroad 9334, then Vermont Railway 10, then George R. Silcott 10, then LA&L 10 (4/65).

(31) LA&L 17 was originally Savannah & Atlanta 504, then Elk River Coal & Lumber 17, then Buffalo Creek & Gauley 17 (1953), then LA&L 17 (8/65). It had 22" x 28" cylinders, 571" drivers. Scrapped (3/23/70).

(32) LA&L 97 was originally General Electric ?, then Pittsburgh, Allegheny & McKees Rocks 2; then Groveton Paper Co. 1, then LA&L 97 (9/64), then Rochester Gas & Electric, where it received no number (4/65).

(33) LIRR 400 sold to the Black River & Western, renumbered 400; then sold to Stephen Bogen, renumbered 400.

(34) LIRR 401 scrapped (6/7/51). LIRR 402 scrapped by Luria Bros. (2/3/53). LIRR 403A, B scrapped by Iron & Steel Products (5/17/44, 4/18/45).

(35) LIRR 403 sold to Boston Metal Co., renumbered 1 (2nd).

(36) LIRR 405, 409-412, 450 sold to Streigel Supply & Equipment. LIRR 409 renumbered Streigel 53. LIRR 410-412, 450 scrapped. LIRR 405 sold to Florida Portland Cement, Brookville Fla., as No. 2.

(37) MT 12 was originally Bauxite & Northern 9, then MT 12 (9/54).

(38) LIRR 439-445 were originally D&H 3025, 3020, 3027, 3030, 3013, 3001, 3003.

(39) LIRR 1503 was originally FM demonstrator 1500, then LIRR 1503. Upgraded to 1600 hp before being sold to LIRR.

(40) LIRR 1519-1520 were originally D&H 4019-4020, then LIRR 1571-1572, then LIRR 1519-1520.

(41) L&BR 1950 was originally NC&SL 101, then L&N 3101, then Preston W. Duffy & Son 3101, then George R. Silcott 3101, then L&BR 1950.

(42) MT 13 was originally Alcoa 7, then mT 13, then Point Comfort & Northern 1. Scrapped.

(43) MT 8 sold to the Rockdale, Sandow & Southern, renumbered 6 (1951); then sold to the El Dorado & Wesson, renumbered 19 (1958).

(44) M&NJ 1 was originally Middletown & Unionville 1, then M&NJ 1, then leased to the VTR as their 1, then M&NJ 1.

(45) NJ 4050-4051 sold to Montreal Locomotive Works (9/73).

(46) NYD 53 sold to Cubana Ry. (10/56), renumbered 17.

(47) O&N 1 was originally D&H 3048, then purchased by the Ogdensburg Bridge & Port Authority, leased to the O&N as O&N 1, then Ogdensburg Bridge & Port Authority Railroad 1.

(48) SBK 12 was originally Grafton & Upton 12, then Claremont & Concord 12 (7/54), then SBK 12 (11/60), then SBK 20008 (1961), then SBK 12 (1966).

(49) SBK 13 was originally Saratoga & Schuyler 11, then C&C 11 (11/54), then Montpelier & Barre 23, then Hoosac Tunnel & Wilmington 23, then SBK 13 (11/60), then SBK 20009 (1961), then SBK 13 (1966).

(50) SB ? was originally U.S. Army 7967, then SB ?. No longer on roster.

(51) SB ? was originally USA 7978, then SB ?. No longer on roster.

(52) SB ?, ? were originally USA 8442-8443. USA 8443 was then S.A. Healy Construction Co. ?, then SB ?, then Pan American Engineering ?, then Beech Mountain 42. USA 8442 became SB ?. USA 8442 might have become SB 42 (2nd), in which case it was sold to George R. Silcott and P. W. Duffy & Son, jointly, then

resold to American Aggregates.

(53) SB ? was originally USA 8466, then SB ?. No longer on roster.

(54) SB 44 (1st) was originally USA 8468, then S.A. Healy Construction Co. ?, then Fore River 12, then Conemaugh & Black Lick 56, then Everett 56, then Preston W. Duffy & Son 56, then sold to American Aggregates, renumbered 60474.

(55) SB ? was originally USA 8486, then SB ?. No longer on roster.

(56) SB 45 (1st) was originally USA 8491, then S.A. Healy Construction Co. ?, then SB 45 (1st) (12/47), then C&BL 52 (12/50), then FR 14 (5/53), then Marshall Equipment Co. ? (1957), then Canadian Car & Foundry TM 4634 (12/58).

(57) SB 50-59, 60-63, 70, 72 (1st), 73 (2nd), 88 (1st) are no longer on roster. SB 54 was originally P&BR 201, then SB 54, then sold to Bethlehem Mines. SB 73 (1st) sold to George R. Silcott, then to Ft. Howard Paper Co.

(58) SB 100-103 were originally D&H 3004, 3007, 3009, 3010; then SB 100-103.

(59) SB 104-107 were originally Lehigh Valley 164-165, 159, 151; then SB 104-107 (1964, 1964, 1965, 1965).

(62) SB 108-111 were originally P&LE 8654, 8649, 8650, 8664; then George R. Silcott 8654, 8649, 8650, 8664; then SB 108-111. SB 108, 111 sold to Becker Sand & Gravel, renumbered 99, 15. SB 109 sold to George R. Silcott; then to Masonite Corp., renumbered 103 (12/71).

(63) SNY 5 was originally General Electric (Pittsfield) 5 (gas/battery-electric), then rebuilt to diesel/battery-electric (5/31), then SNY 5, then sold to Wellsville, Addison & Galeton.

(64) SNY 300 was originally GE 6, then Unadilla Valley 300 (1954), then WA&G 300 (12/55), then SNY 300 (9/57), then WA&G 300.

(65) SIRT 8302 was originally Baltimore & Ohio 20, then B&O 8802, then B&O 8302, then SIRT 8302, then B&O 8302.

(66) SIRT 9005, 9011-9012 were originally B&O 539, 471-472, class DS-5AC; then B&O 9005, 9011-9012, class SA-3C; then SIRT 9005, 9011-9012; then B&O 9005, 9011-9012.

(67) SIRT 9026-9033 were originally SIRT 482-489, class DS-5A; then SIRT 9026-9033. SIRT 9026, 9029 sold to Luntz Corp. (11/3/72), which claims it didn't receive these units. SIRT 9032 sold to GM-EMD (3/25/71). SIRT 9027-9028, 9030-9031, 9033 sold to the SIR, renumbered 9027-9028, 9030-9031, 9033.

(68) SIRT 9135 was originally Chesapeake & Ohio 5001, then B&O 9135, then SIRT 9135, then B&O 9135.

(69) SIRT 8800 was originally SIRT 184, then SIRT 194, class DS—7G; then SIRT 8800, then sold to Manufacturers Equipment Co., then sold to Pittsburgh Plate Glass Co. and named St. Joe.

(70) WA&G 1200, 1300 were originally Ford Motor Co. 1000-1001; then WA&G 1200, 1300 (12/55); then scrapped by Luria Bros. (1969, 9/70).

(71) WA&G 1400, 1600, 1800 were originally Ford Motor Co. 1003, 1004, 1002; then WA&G 1400, 1600, 1800 (5/56, 3/58, 3/58). WA&G 1400 retired (1963), scrapped by Luria Bros. (1969). WA&G 1600 retired (6/69), scrapped by Luria Bros. (1969). WA&G 1800 retired (3/70).

(72) WA&G 1500, 1700 were originally Ford Motor Co. 1007, 1006; then WA&G 1500, 1700 (5/56, 3/58). WA&G 1500 retired (12/69).

(73(LIRR 404 sold to Streigel Supply & Equipment, then to George R. Silcott, then to Morehead & North Fork, renumbered 16 (5/2/66).

(74) WA&G 2100 was originally Southern Pacific 6378, then GE 6378, then WA&G 2100 (6/68), then Louisiana and North West 46 (6/69).

(75) WA&G ? was originally Western Pacific 921C, then WA&G ?.

(76) WA&G 2000 was originally SP 6380, then GE 6380, then WA&G 2000, then L&NW 45 (6/69).

(77) LA&L 38 was originally Huntington & East Broad Top 38, then Rail City 38, then LA&L 38 (5/68).

(79) B&H D-1 was sold to George R. Silcott, then to the D&MM, renumbered 2 (2/71).

(80) B&H 4 was originally New York, Chicago & St. Louis 85, then Norfolk & Western 2085, then George R. Silcott 2085, then B&H 4/(2/71).

(81) B&H 5 was originally New York Central 872, then Despatch Shops 5, then B&H 5 (9/70).

(82) CNY 101 was originally D&H 4088, then Naporano Iron & Metal 4088, then CNY 101.

(83) C&CV 100 was originally D&H 4022, then C&CV 100.

(84) L&HR 22 sold to the Essex Terminal, renumbered 106 (8/72).

(85) L&HR 25-26 sold to British Columbia Ry., renumbered 631-632.

(86) LA&L 20 was originally Lake Erie, Franklin & Clarion 20, then LA&L 20.

(87) LIRR 200-229 were originally class AGP-20msc.

(88) LIRR 406, 408, 414, 421, 441, 446-447, 449, 456, 458-460, 464, 466, 1501-1509, 2001-2008, 2401-2404 were scrapped.

(89) M&NJ 2 was originally Calco Chemical Div. of American Cyanamid 5, then rebuilt by GE (7/56), then sold to Ever Ready Supply, renumbered 5 (9/63); then sold to the M&NJ, renumbered 2 (10/63).

(90) NJ 3 was scrapped (1952). NJ 4 was sold to Cornwall Street Railway Light & Power and renumbered 9 (1952). It was inherited by the Canadian National, which sold it to St. Lawrence Iron & Metal, which scrapped it.

(91) NJ 5 was retired (1952).

(92) NJ 6 was originally Central Limones 24 but never delivered, then NJ 6 (1923), then Sand Springs 1005 (1946).

(93) NJ 7 was originally CL 27, then NJ 7 (1923), then SS 1006 (1946).

(94) NJ 10-11 were originally CCS&SB 1005-1006; then NJ 10-11 (1941); NJ 11 was sold to Cornwall St. Railway for parts.

(95) NJ 12 was originally Oklahoma Ry. 606, then NJ 12.

(96) NJ 8-9 were sold to Port Authority Transit Corp., renumbered 405, 404.

(97) SBK 3 was originally USA 7080, then Johnstown & Stoney Creek 3, then SBK 3 (1961), then SBK 20000 (1962), then N.Y. City Transit Authority 20000, then NYCTA 9 (2nd).

(98) SBK 8 was originally USA ?, then SBK 8, then NYCTA 8.

(99) SBK 9 was originally USA ?, then SBK 9, then sold.

(100) SB 103-101 (1st) renumbered 72-73 (2nd), 88 (2nd).

(101) SB 86 sold to the Alexander, renumbered 4; then sold to Duval Corp., renumbered 1.

(103) WA&G 2200 was originally SP 6443, then GE 6443 (11/69), then WA&G 2200.

(104) WA&G 2300, 2400 were originally SP (T&NO) 365, 379; then GE 365, 379; then WA&G 2300, 2400 (11/69).

Lowville & Beaver River Railroad

----	1947	380	GE	44-ton	B-B	26,000	88,000	1947	
----	1950	400	GE	44-ton	B-B	26,000	88,000	1950	41

Middletown & New Jersey Railway

----	1	380	GE	44-ton	B-B	26,400	88,000	1946	44
----	2	380	GE	44-ton	B-B	26,400	88,000	1947	89

Napierville Junction Railway

S-15	4050-4051	1500	MCGE	RS-2	B-B	53,000	246,400	1950	45

New York Connecting Rail Road (owns no locomotives)
Niagara Junction Railway

----	3-4	400	Baldwin	----	B-B	30,000	120,000	1913	90
----	5	400	Baldwin	----	B-B	30,000	120,000	1916	91
----	6	400	Baldwin	----	B-B	21,500	86,000	1920	92
----	7	400	Baldwin	----	B-B	21,500	86,000	1920	93
----	8	600	Baldwin	----	B-B	30,000	120,000	1928	96
----	9	600	Baldwin	----	B-B	30,000	120,000	1937	96
----	10-11	500	Baldwin	----	B-B	25,000	100,000	1924	94
----	12	400	Okla. Ry.	----	B-B	35,000	140,000	1929	95
----	14-20	1030	GE	----	B-B	48,000	192,000	1952	

Norwood & St. Lawrence Railroad

----	10-11	600	GE	70 ton	B-B	41,280	140,000	1956	

Ogdensburg & Norwood Railway

----	1	1000	Alco-GE	S2	B-B	69,000	230,000	1950	47

Ogdensburg Bridge & Port Authority

----	1	1000	Alco-GE	S2	B-B	69,000	230,000	1950	47

Skaneateles Short Line Railroad

----	6	400	GE	44-ton	B-B	26,400	88,000	1950	
----	7	300	GE	45-ton	B-B	30,000	90,000	1959	

South Brooklyn Railway

----	3	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	97
----	8	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	98
----	9 (1st)	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	99
----	9 (2nd)	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	97
----	12	600	GE	70-ton	B-B	41,280	137,600	1948	48
----	13	600	GE	70-ton	B-B	41,280	137,600	1946	49
----	20000	650	Whitcomb	65-ton	B-B	32,500	130,000	1943	97
----	10008	600	GE	70-ton	B-B	41,280	137,600	1948	48
----	20009	600	GE	70-ton	B-B	41,280	137,600	1946	49

South Buffalo Railway

----	?	650	Whitcomb	65DE19A	B-B	37,500	130,000	1943	50
----	?	650	Whitcomb	65DE19A	B-B	37,500	130,000	1943	51
----	?,42(1st)	650	Whitcomb	65DE19A	B-B	37,500	130,000	1944	52
----	?	650	Whitcomb	65DE19A	B-B	37,500	130,000	1944	53
----	44 (1st)	650	Whitcomb	65DE19A	B-B	37,500	130,000	1944	54
----	?	650	Whitcomb	65DE19A	B-B	37,500	130,000	1944	55
----	45 (1st)	650	Whitcomb	65DE19A	B-B	37,500	130,000	1944	56
----	40-45 (2nd)	900	Alco Pr.	S6	B-B	69,000	230,000	1955-7	
----	50-58	600	Alco	HH 600	B-B	?	?	1937	57
----	59	600	Alco	HH 600	B-B	?	?	1937	57
----	60-63	660	Alco-GE	S1	B-B	?	?	?	57
----	70	900	Alco	HH 900	B-B	?	?	1937	57
----	71	1000	Alco-GE	S2	B-B	69,000	230,000	1940	
----	72-73(1st),74	1000	Alco-GE	S2	B-B	69,000	230,000	1941	57
----	72-73 (2nd)	1000	Alco-GE	S2	B-B	69,000	230,000	1945	57,100
----	75-80	1000	Alco-GE	S2	B-B	69,000	230,000	1947	
----	81-84	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
----	85-87, 88 (1st), 89-91	1000	Alco-GE	S2	B-B	69,000	230,000	1950	57,101
----	88 (2nd)	1000	Alco-GE	S2	B-B	69,000	230,000	1945	100
----	92-95	1000	Alco-GE	S4	B-B	69,000	230,000	1951	
----	96-99	1000	Alco-GE	S4	B-B	69,000	230,000	1952	
----	100-103	1000	Alco-GE	S2	B-B	69,000	230,000	1945	58,100
----	104	1000	Alco-GE	S2	B-B	69,150	230,500	1944	59
----	105	1000	Alco-GE	S2	B-B	69,000	230,000	1949	59
----	106	1000	Alco-GE	S2	B-B	69,000	230,000	1943	59
----	107	1000	Alco-GE	S2	B-B	69,000	230,000	1942	59
----	108-111	1000	Alco-GE	S4	B-B	57,650	230,600	1953	62

Southern New York Railway

----	5	?	GE	40-ton	B-B	20,000	80,000	1922	63
----	300	?	GE	50-ton	B-B	25,000	100,000	1936	64

Staten Island Railroad

A-3	9027-9028, 9030-9031, 9033	1000	Alco-GE	S2	B-B	57,500	230,000	1943-4	67

Staten Island Rapid Transit Railway

G-2	8302	400	GE	44-ton	B-B	22,000	88,000	1950	65
G-1	8800	400	GE	65-ton	B-B	32,775	131,100	1943	69
A-3C	9005	1000	Alco-GE	S4	B-B	57,500	230,000	1953	66
A-3C	9011-9012	1000	Alco	S4	B-B	57,500	230,000	1955	66
A-3	9026-9033	1000	Alco-GE	S2	B-B	57,500	230,000	1943-4	67
A-3C	9135	1000	Alco-GE	S2	B-B	33,700	241,700	1949	68

Wellsville, Addison & Galeton Railroad

----	300	?	GE	50-ton	B-B	25,000	100,000	1936	64
----	1200,1300	960	GE	125-ton	B-B	62,500	250,000	1937	70
----	1400,1600,1800	1000	GE	132-ton	B-B	66,000	264,000	1938	71
----	1500,1700	1000	GE	132-ton	B-B	66,000	264,000	1940	72
----	2000	1500	GM-EMD	F7A	B-B	?	?	1952	76
----	2100	1500	GM-EMD	F7A	B-B	?	?	1952	74
----	2200	1500	GM-EMD	F7A	B-B	?	?	1953	103
----	2300,2400	1500	GM-EMD	F7A	B-B	?	?	1953	104
----	WP 921C	1500	GM-EMD	F7B	B-B	60,000	245,000	1950	75

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. What is the current railroad thinking about ConRail?

Some rail officials have qualms about it; but Allan Boyd, president of Illinois Central Gulf, had positive pro beliefs during a recent interview. Said he: "There's nothing sacred about the existing corporate structures that make up the railroad industry. We are looking at a lot of historical accidents, and we have to accept them as that, and try to develop some rational objectives for change. It is going to mean consolidations, and a lot of noble old names in the railroad industry no longer around. What happens if you lose the Rock Island? Our grandchildren will not know, when they hear that old song, *The Rock Island Line*, what it was. We have to quit arguing about what is the right way to do it, the classic arguments about side-by-side mergers, end-to-end mergers, regional mergers, transcontinental railroads, and so forth. I think most change is going to be good. To me, the first change we need is to get that Northeast property into ConRail."

What do readers think about it?

2. Why weren't Shay locomotives used more often in switching service?

Although Shays made their best showing on logging roads with light rails, heavy grades, and sharp curves, they did have certain advantages over road engines for switching service. At low speeds, it was proven that they employed all of their tender weight toward tractive effort. However, Shays were more expensive in relation to power output than the conventional side-rod-driven locos. Since the latter engines worked satisfactorily, few roads invested in geared switchers. New York Central, though, reportedly used several in its West Side freight yards in New York City prior to electrification of that trackage.

3. Did Canadian Pacific ever have Camelbacks?

Yes, a few 2-8-0s and five 4-6-0s.

4. Brief info, please, on the Providence & Worcester Railroad.

Incorporated in Massachusetts, and Rhode Island in 1844, a stretch of 48 miles was opened for freight and passenger business on Oct. 25, 1847. Then in 1874, the six-mile branch from Valley Falls to East Providence, R.I., was built, and on May 1, 1889, the P&W was leased to the New York, Providence & Boston for 99 years. Three years later on July 1st, the lease was transferred to the NYNH&H. After a memorable battle with Penn Central, following PC's taking over the New Haven, the "second" Providence & Worcester became an independence carrier on Feb. 3, 1973.

5. I work for the Burlington Northern out of Tacoma, Wash. Do employes pay a railroad retirement payroll tax to support the supplemental annuity program?

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

6. Name the electric lines that were running in Mississippi, Louisiana, Arkansas, and Tennessee, in 1945.

Miss.: Gulfport & Mississippi Coast; La.: New Orleans Public Service; Ark.: Capital District Transit Co., Little Rock; and in Tennessee: Knoxville Transit Lines, Knoxville; Memphis St. Ry., Memphis; and Southern Coach Co. at Chattanooga.

7. When did Baldwin build the Espee's 3500-3509 Atlantics?

It didn't. Lima built Southern Pacific's Nos. 3500-3509, which were class B-1 Berkshires, in 1928. The Atlantics were class A-3 and A-6 in the 3000 series, built by both Baldwin and Schenectady.

8. Any words on that old poem, "Down Aroun' the Deepo"?

Yes, indeed, but the author is unknown.

Down aroun' the deepo when the keers come in,
What a hustle and a bustle an' a clatter an' a din!
Engine kinder puffin' an' a-blowin' off its steam;
Drayman sorter fussin' an' a-cussin' at his team;
Boys a-sellin' papers an' a-shoutin' out the news;
'Nother one a-wantin' fer to blacken up your shoes.
Ain't like any other place 'at I have ever bin,
Down aroun' the deepo when the keers come in.

Down aroun' the deepo when the keers come in,
People there a-meetin' an' a-greetin' of their kin;
Some are dissap'inted like and lookin' rather glum;
Some a-sorter wishin' their relations hadn't come.
The joyful, the sorrowful, the sober an' the gay;
Kinder sorter mixin' up in every sorter way;
Lots of folks 'ats been away a-gittin' back agin,
Down aroun' the deepo when the keers come in.

Down aroun' the deepo when the keers come in,
Folks 'at never crack a smile an' some 'ats allus grim,
Settin' there a-waitin' fer to hear the whistle blow,
Some a-wishin' they could stay an' some 'at they could go;
A woman dressed in mournin', another as a bride,
A banker and a beggar a-settin' side by side;
Some 'at never loses an' a lot 'at never win,
Down aroun' the deepo when the keers come in.

9. Name the 10 largest rail yards in U.S. just before World War II.

I've never seen such a list, but these 10 would probably be included in the following: Proviso yard, Chicago & North Western (near Chicago); Clearing yard, Belt Ry. of Chicago; Markham yard, Illinois Central (near Chicago); Cedar Hill yard, New Haven, Conn., NYN H&H; Enola yard, Pennsy, across from Harrisburg, Pa.; DeWitt yards, New York Central, Syracuse, N.Y.; Gibson yards, Indiana Harbor Belt, Chicago; Portsmouth yards, Norfolk & Western, Portsmouth, Ohio; Russell yards, Chesapeake & Ohio, Russell, Ky.; Galesburg yards, Burlington, Galesburg, Ill.; Blue Island yards, IHB, Chicago; Potomac yards, Richmond, Fredericksburg & Potomac; Selkirk yards, NYC, Albany, N.Y., and Boston yards, Boston & Maine.

Maybe readers will send us short odd bits of information about these yards. For example: spell *Enola* backward; the name came from the fact that the operator there felt isolated or alone.

10. What two narrow-gage lines did the Pennsy run in the early 1930s?

Two that we know about. The Ohio River & Western, running between Zanesville and Lawton, Ohio, and Bellaire to Woodsfield, Ohio, in all about 52 miles, and the Washington & Waynesburg that ran between those two Pennsylvania cities for 28 miles.

11. Was there ever an Intermountain Ry.?

Yes. Incorporated in 1907, it ran 26 miles between Steirman and Barber Jct., Idaho, had 2 locos and 65 cars, and was abandoned in 1935.

12. Name the railways running in Quebec in 1935.

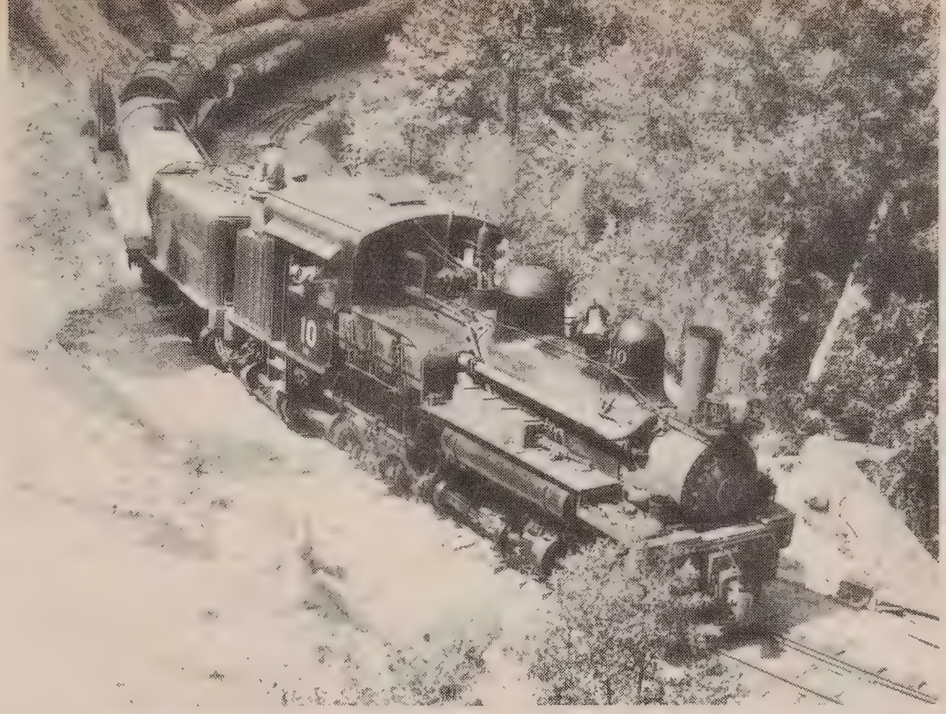
Canadian National; Canadian Pacific, Quebec Central; Temisconata; Montreal & Southern Counties; Roberval & Saguenay; Canada & Gulf Terminal; Quebec Ry., Light & Power; Napierville Jct.; Alma & Jonquiere, and Phillipsburg Ry. & Quarry.

13. I'm nearing retirement as a Santa Fe conductor. There are conflicts in various records of my age. How can I be sure of my closing date?

This is not uncommon. The Railroad Retirement Board suggests that employes age 62 or more contact the nearest board office for help in proving their age. This will prevent the possibility of their losing a supplemental annuity through miscalculation. Adequate proof of age is needed also for Medicare coverage. You can find the address and phone number in the telephone directory, listed under "U.S. Government, Railroad Retirement Board," or by asking at your local post office.

14. When and where did the wreck of the famous 97 occur?

In 1903, old 97 leaped from a trestle on the outskirts of Danville, Va. Nine men were killed and 7 injured when the Southern Railway's fast mail-express plunged into a ravine. Not until 1949 did the Virginia State Conservation Commission get around to erecting a historical marker to commemorate this event. The reason for the state's delay was the inaccessible location of the spot until the late 1940s. The Southern Ry. changed its mainline roadbed in the Danville area many years ago and later tore down the trestle. In 1949 the State Highway Department built a road across the ravine. When the Conservation Commission got wind of the situation, it sent a representative to Danville. Walter Clarke and Ed Seay, veteran Southern yard conductors who had been at the wreck scene in 1903, went along to point out the exact location.



West Side Lumber Company Shay 10 with log train near Tuolumne, Calif., in 1938.
Photograph by C.W. Jernstrom

15. Most U.S. Class I roads reported big deficits or decreases in net operating income in the first half of 1975 as compared to a year ago. Did any show an increase?

Yes, nine of them, according to the Association of American Railroads. They were: Bessemer & Lake Erie, $4,926,838 against $4,505,161 for the previous period; Chesapeake & Ohio, $22,986,393 against $18,636,419; Chicago & Eastern Illinois, $5,918,990 against $4,650,275; Richmond, Fredericksburg & Potomac, $2,287,696 against $2,229,310; Western Maryland, $4,147,181 against $4,110,995; Louisville & Nashville, $23,946,238 against $21,120,345; Kansas City Southern, $2,871,540 against $2,234,826; Spokane International $668,500 against $571,600, and Texas & Pacific $6,107,785 against $5,311,749.

16. How long have railroads used the hook-headed spike?

My info is that it goes back to 1831, when it was designed by Robert L. Stevens, first president of the Camden & Amboy R.R.

17. When was the Wabash short line built from Montpelier, Ohio, to Chicago?

The Detroit to Chicago route, passing through Montpelier, was opened on May 1, 1893. The 49.5-mile extension of the Detroit-Chicago Division from Montpelier to Maumee, Ohio, and the 25.7-mile branch from Butler to New Haven, Ind. (just east of Ft. Wayne), were completed in Jan. and Feb. 1902.

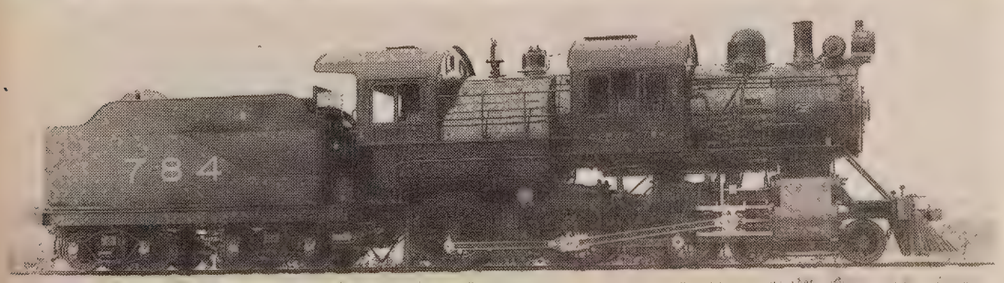
18. Did Baldwin build a steam streetcar for operation in Philadelphia during the Centennial Exposition?

Correct. In November, 1875, Baldwin built such a car experimentally to test the applicability of steam to street railways. After being tried out in Philadelphia, the car was sent to the Atlantic Avenue Ferry route in Brooklyn, N.Y., on Christmas Day, where it ran until June, 1876. It was then withdrawn from service and shipped back to Philadelphia, where it worked on the Market Street Ry. until nearly the close of the Centennial Exposition. One engineer operated the car and kept it in working order. It consumed between 7 and 8 pounds of coal per mile run. While operating in Brooklyn, it drew a trailer car during the rush hours for commuters to and from New York. On several occasions, where "speed" was practicable, it made 16 to 17 mph.

As originally built, the cylinders were placed under the car body, with connecting rods taking hold of a crank axle, to which the front wheels were attached. The rear wheels were independent and not coupled with the front pair. Machinery was secured to an iron bed plate, bolted directly to the body's wooden framework. After operating for nearly a year, the steamer was completely rebuilt and named the *Baldwin*. The machinery was made outside-connected. A strong iron framework, independent of the

Collection of Gorton T.H. Wilbur

Canadian Pacific Camelback, or Mother Hubbard, Ten-wheeler class D10d No. 784. She was built by Montreal Locomotive Works in October, 1907, with 22½x28″ cylinders.



car body, supported the boiler. Anyone have pix of this unique steam trolley?

19. Any info on the Black Hills & Fort Pierce?

Yes. Chartered in 1881 and completed ten years later, it ran between Golden Gate and Piedmont, S.D., 38 miles, was 3-foot gage, and had five locos and 119 cars when taken over by the Chicago, Burlington & Quincy early in the century.

20. When was the first fatal railway train accident?

Sept. 15, 1830, at Parkside, England, on the opening day of the pioneer Liverpool & Manchester Railway. William Huskisson, Member of Parliament for Liverpool, got off one train to walk up a short distance to talk with the Prime Minister, who was the Duke of Wellington, in a private car. He stepped into the path of Stephenson's *Rocket.* It being in the days before airbrakes, the engineer could not stop in time. Before the horrified gaze of the Prime Minister, the engine ran over Huskisson, breaking his thigh. Uncoupled from the private car, the *Rocket* made a quick run with Huskisson to the nearest hospital, at Eccles, where he died. Until the engine returned to Parkside, Wellington stayed alone in his car and, being unpopular, was besieged by an angry mob. The victor of Waterloo was glad indeed when his train got rolling again.

Running Extra

ANYONE tell me which passenger trains used Chicago's 6 railroad depots and Detroit's 3, in 1950?—James Townsend, 43 Ridgeway Ave. N.W., Atlanta, Ga. 30318.

HERE are answers to three recent questions: New York Central merged with Pennsy on Feb. 1, 1968. GC&SF stands for Gulf, Colorado & Santa Fe. My understanding of the reason for lack of cabooses on Florida East Coast was that during the long strike they were prime target for snipers.—J.W. Webster, Rte. 1, Box 21, Ft. Benton, Mont. 59442.

IS Amtrak scrapping any GG1's? If so, are any parts for sale?—Carl Castiglioni, 80 Stavola Rd., Middletown, N.J.

THE correct name of the Canadian Pacific ferry is *Princess of Acadia.* She operates twice daily in winter months and 3 times a day during the summer season, crossing Bay of Fundy from St. Johns, New Brunswick, to Digby, Nova Scotia. The present *Acadia* was built in St. Johns and is a roll-on, roll-off type. The previous *Princess* was brought to St. Johns several years ago from the Canadian west coast, where she had been named *Princess of Nanaimo.* After replacement, she lay idle, awaiting a buyer. Then on New Year's Eve, 1973, she was towed from our harbor by a European tug, and taken to Spain for salvage.—R.D. Thomas, 743 Manawagonish Rd., St. Johns West, N.B., Canada E2M 3W8.

ANSWERING a recent query, N&W built its 2-8-8-2's as strictly drag power. Each could move a heavy train at about 45 mph, but seldom reached that speed. UP's Big Boys could highball a train at 70 mph, if desirable, and often did. Any road's 0-8-8-0, and that includes the Pennsy, was only a pusher or helper. With no lead truck, any speed on such power was dangerous. Four-wheel lead trucks provided excellent guiding, compared to a two-wheel truck. Without a lead truck, an engine had to be relegated to pushing or switching. Its advantage was maximum t.f. at the sacrifice of speed.—Art Stewart, 4487 Hillsborough Dr., Castro Valley, Calif. 94546.

THERE is a red pole-like structure called a smashboard on the New York & Long Branch (now Penn Central), next to a signal tower at Morgan, N.J. What is it and what does it do?—Walt Gifford, Yarmouth Port, Mass. 02675.

I HAVE lost the Detroit address of R.J. Baker Sales Co., which buys and sells cabooses. Who has it?—Bill Beagle, RR1, Bluffton, Ohio. 45817.

I WANT the history of Chicago, Mississippi & St. Charles Airline R.R.—Robt. Iwasyk, 12601 Regina Lane, Palos Park, Ill.

WANTED: info and pix of locomotive-collision shows held in various parts of the country around the turn of the century. They were staged by getting two old steam engines on a single track, backing them away, and then coming together head-on before large crowds. "Head-on Joe" Connolly did this full time.—F.A. Schmidt, 138 Waugh St., San Antonio, Texas 78223.

(*Ed. note:* An illustrated feature on this subject appeared in April '33 *Railroad Magazine,* as you would know if you had consulted the *All-Time Index* put out by Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023.)

WERE soda motors a special kind of steam loco? How come the term?—Lawrence Carr, 24285 Summerhill Ave., Los Altos, Calif. 94022.

LOOKING for a world atlas showing passenger-train routes, electrified lines, double-tracked roads, and narrow-gage lines.—E. Bredee, 27 Barn Hey Crescent, Meols Hoylake, Wirral Merseyside, England L47 9RN.

INFO sought on Rock Island passenger trains that operated out of El Reno, Okla. What were their names, their schedules, and when was the last run?—David Lineberry, 1017 Don Diego Ave., Santa Fe, N.M.

HISTORY AND info wanted on the New York & Ottawa R.R.—Edwin Storey, 98 Apollo Dr., Rochester, N.Y. 14626.

INFO wanted on Niagara Falls & Lake Ontario Ry. and its first treasurer who was, I believe, Wm. Mallory.—M.N.W. Robertson, 39 King St., West, Burford, Ont., Canada, NOE IAO.

DID the Wisconsin & Michigan and Keweenaw Central ever run in Michigan?—Elmer Sawtell, 56 Meadow St., Littleton, N.H. 03561.

YEARS ago, someone wrote a ribald parody on *The Ballard of Phoebe Snow.* It began: "The porter slept/The drummer crept/Into the berth where Phoebe slept." I had a copy, but lost it. Anyone help me out?—L.H. Coffin, Manager-Advertising, St. Louis-San Francisco Ry. Co., 906 Olive St., St. Louis, Mo. 63101.

WILL more French Turbotrains for Amtrak arrive in Elizabethport, N.J.? If so, can they be photographed?—Gregory Campolo, 1110 79th St., Brooklyn, N.Y.

WANTED: history of the Tennessee Central, for my grandfather, who retired from the road in 1968.—Sp4 Lyan T. Bowman, Co. A, 8th Sig. Bn, Bad Krevznach, Germany, APO New York 09111.

WHO knows about the Peekskill & Cortland? Was it an interurban?—Joseph Lajoie, 22 Stevens St., Methuen, Mass.

TRACK PANS on the Maine Central in 1887 you say were 20 feet wide! How was this possible when the gage was 4 feet 8½ inches?—Stanley Cadwell, retired NYC engineer, 200 Lionel Ave., Solvay, N.Y. 13209. (*Ed. note:* Actually, 20 inches.)

BEN HUR ROUTE was the Indianapolis, Crawfordsville & Western Traction Co. (later the Indianapolis, Crawfordsville & Danville Electric Ry.), which built an electric interurban line between Indianapolis and Crawfordsville in 1907. It later became part of the huge Terre Haute, Indianapolis & Eastern Traction Co. Crawfordsville was the home of Gen. Lew Wallace, author of the novel *Ben Hur.* Further details can be found in *Electric Interurban Railways in America,* by Hilton & Due, or in CERA Bulletin 101.—Ralph Marson, 8070 Busch, Center Line, Mich. 48015.

I WANT poem by Jim Blake sung by Vernon Dalhart in 1927-28.—Ralph Hawer, 9535 N.E. Wygant, Portland, Ore. 97220.

REFERRING to a query, words to "Tennessee Central No. 9" were written by Beasley Smith and recorded by Pee Wee King's Golden West Cowboys on RCA Victor 20-2111-B-78 rpm.—Donald Elie, 333 W. Market St., Jeffersonville, Ind. 47130.

ANYONE know the location of articulated steam locos not on public display in U.S.?—Wm. Payne, 111 Pratt St., Madison, N.C. 27025. •

HOBBY CLUB

conducted by Sy Reich

DURING a recent visit to the Branford Trolley Museum in East Haven, Conn., while the football season was in full tilt, prexy Ed Watson's two handsome open cars from the old Connecticut Co. evoked fond memories to those of us who had ridden their sister trolleys in bygone days from the New Haven Railroad station out to watch Old Eli tackle the Browns, the Dartmouths, Princetons, and other Ivy clubs.

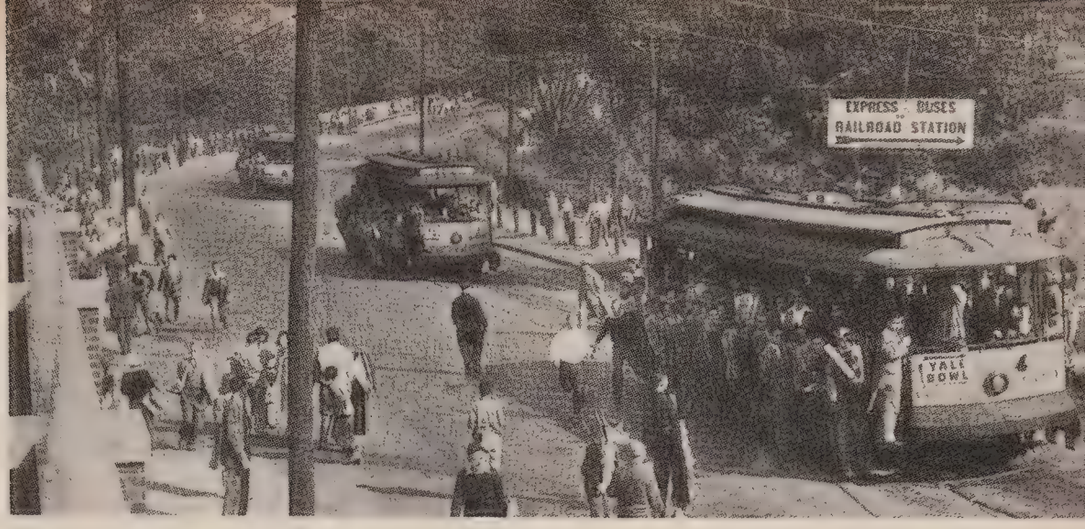
Usurping buses knocked off the electric rail vehicles on Sept. 26, 1948; but prior to that time a streetcar trip to the Bowl was almost part of the game itself. Some pigskin Saturdays, as many as 31,000 fans, including scads of pretty girls with big yellow chrysanthemums, would be transported to and from the field.

A number of the New Haven football and "juice" enthusiasts of long ago are now taking occasional rides on preserved trolleys at such places as the Orange Empire Trolley Museum, Perris, Calif.; Bay Area Electric R.R. Assn., Rio Vista Jct., Calif.; Conn. Electric Ry. Assn., Warehouse Point, Conn.; Baltimore Streetcar Museum, Baltimore, Md.; Trolleyville, USA, Olmsted Falls, Ohio; the Fox River Line, South Elgin, Ill.; Indiana Museum of Transport & Commerce, Noblesville, Ind.; Seashore Trolley Museum, Kennebunkport, Maine; National Capital Trolley Museum, Wheaton, Md.; Minnesota Transportation Museum at Minneapolis; Shade Gap Electric, Orbisonia, Pa.; Oregon Electric Ry. Historical Society, Glenwood, Ore.; Buckingham Valley Trolley Assn., Buckingham Valley, Pa.; Arden Trolley Museum, Washington, Pa.; Yakima Interurban Trolley Lines, Yakima, Wash., and Ontario Electric Ry. Historical Society, Scarborough, Ont., Canada.

On football days in New Haven, when the two steps leading up to inside the cars were jammed with standees, the more timid passengers would occupy the highly varnished seats. There were so many passengers that the harried conductors could not possibly collect every dime or token—for that was the fare—enroute to Yale Field. They'd grab as many coins as they could and then ring up the gong. Sometimes practical jokers would yank the gong and, if caught at it, would tell the conductor they'd been reaching for one of the straphangers' straps.

There were those, too, who stayed on the car's running board only until the conductor came to them. Then, instead of paying their fares, they'd swing off the steps and board the following car, positioning themselves behind the area where the blue-uniformed transit employe had already collected. On many a corner you could see and hear gangs of kids yelling, "Scramble, scramble!" Dimes tossed at them as the cars rolled by would cause a melee of excitement. Before or after the football games, out-of-towners would stoke up on food at one or another of the colorfully decorated restaurants in mid-city. Windows along the main streets were dressed up with football themes, some bright with autumn foliage, some displaying team pictures, but all with pennants.

On the days when West Point or Navy played, there would be corps after corps of marching cadets or middies, while thousands of spectators lined the streets to watch them go by. On those occasions, the prime viewing spot was Church and Chapel Streets, where they would wheel with the precision that belonged to them alone. After they had passed, you waited for a trolley and hopped aboard. Motormen's heels sounded an incessant gong and the conductor's bell tolled in discordent accompaniment. The games are hazy, but those trolley rides remain in very pleasant memory along the same corridor where youth and laughter went.



Riding the open cars to watch a football game at the Yale Bowl in New Haven, Conn., was quite an event. (Bottom) Crowd debarks for Yale-Cornell tilt in '46.
Collection of late Charles F. Munger, Jr.

WHAT COULD have been a major tragedy was narrowly averted in September when an explosion damaged the D&RGW depot at Silverton, Colo., known to many railfans, minutes before a steam train was due in from Durango. The train was running late, but if it had been on time, it might have been swept by the blast. San Juan County Sheriff Virgil S. Mason reported the explosion had been caused by a bomb fashioned from 10 to 15 sticks of dynamite and three fuses. No injuries were reported. The culprits are still at large as we write this piece.

The 100-foot depot, no longer used by passengers, belongs to San Juan County Historical Society and is used to store historical artifacts. The explosion blocked the track for about a mile. The bomb had been placed under a loading ramp and caused an estimated $25,000 damage to the building.

FRIENDLY FOLKS at Knoxville, Tenn., helped to give NRHS a successful convention a few months back. Lew Pardee's National Railway Historical Society is now thinking of next year and Philadelphia. Lew, who hails from Collingswood, N.J., won't have to ride a private car to this one. The boys decided at the Knoxville board meeting that it will be Roanoke, Va., in 1977 and the following year at Portland—Seattle.

Also discussed and endorsed is a novel approach to the Bicentennial year being staged by Allan Vaughn and his Overland Chapter, called Overland Rails. Allan's planning a rail tour of America for Europeans, to start with the 1976 convention over next Labor Day weekend and continue across the country to San Francisco. Details are incomplete, but keep in touch with Allan at 320 Wisconsin Ave. 511, Oak Park, Ill. 60302.

Another bit of news from the board meeting was the addition of an Enid, Okla., chapter with Leo W. Tucker as national director. Nelson Bowers, who heads up membership, said there were inquiries regarding possible chapters in Idaho Falls, Idaho, and Carson City, Nevada. Leader Lew's membership figures are creeping closer to the 10,000 figure, upon which he has promised to let Freeman Hubbard write him up as an *Interesting Railfan.*

ED GARDNER, editor of the National Association of Timetable Collectors' interesting magazine, *The Timetable Collector,* tells us that the NATC annual convention in Philadelphia last summer was enjoyable and successful. Francis Meaney, Jr., the Penn Central rules examiner at Penn Station, New York City, was elected president, and Col. Emory Kemler of Arlington, Va., treasurer. Dues are $8. Ed's publication is a *must* for timetable collectors. The Nov. '75 issue reproduces timetables of old Louisville, Henderson & St. Louis Ry. and the Nashville, Chattanooga & St. Louis. Copies sell at $1 each from Robert E. Russell, distribution manager, Apt. 6B, 400 S. Chester Pike, Glenolden, Pa. 19036.

COMM. JIM PLOMER of Milford, Ont., Canada, who is a director of Railway & Locomotive Historical Society, says an interesting place to visit is the Kapuskasing (Ont.) Museum. Ron Morel is the sparkplug behind the railfan projects headed up by Pacific No. 5107 and two steel passenger cars.

BILL FARMER reports in Pacific Railroad Society's newsletter *Wheel Clicks* that their private cars, especially PRS's *Starlight Cafe,* rolled up an impressive mileage on many recent trips. Some 112 members and guests enjoyed riding in their cars during the "Adventures South" and "Dinner on the Diner" safaris. *Starlight Cafe* went to Las Vegas on an Amtrak special from Los Angeles and was even lead car on the train. One of their big projects, along with other southern California groups, is to save the Palms depot. The Society is a California-chartered non-profit body for those interested in railroad operations, travel, and history. For further info contact them at P.O. Box 5279, Los Angeles, Calif. 90055.

NEXT spring and summer, the Oneida Historical Society and the Munson-Williams-Proctor Institute, both of Utica, will present a historical exhibit, "Made in Utica," featuring manufactured products, containers, advertising matter, art and craft objects, and decorative arts items, all made locally between 1790 and 1945. Would any reader of our magazine know of Utica railroad items available for loan for this exhibit? Specifically, they seek loans or gifts of a headlight manufactured by I.A. Williams Headlight Works and gauges from Utica Steam Gauge Co. We understand Maher Bros., Outfitters, made many conductors' uniforms for the New York Central. Any leads or info would be appreciated.—Douglas M. Preston, director, The Oneida Historical Society, Fountain Elms, Munson-Williams-Proctor Institute, 318 Genesee St., Utica, N.Y. 13502.

HUNTSVILLE'S MAYOR JOE DAVIS recently forwarded a copy of a letter received from Gov. Wallace to Carl Wipprecht, editor of North Alabama Railroad Club's newsletter, *White Flags & Full Steam,* which read: "The Memphis & Charleston Ry. depot has been selected as one of the 200 sites on Alabama Bicentennial Trail. Permanent trail markers are now being erected by the Alabama Highway Department." Carl has featured many interesting items on the old M&C in the newsletter he edits. His latest about an 1887 employes timetable that the club has reprinted for sale. Its 12 pages on heavy paper show the schedule of all trains running between Memphis and Chattanooga in that long-ago year. Of interest are 8 pages of rules and a map on rear cover. You can get it for $1.25 postpaid from NARC, P.O. Box 4163, Hunstville, Ala. 35802.

R.W. KAPLAN, president of the Owatonna (Minn.) Tool Co., has bought ex-Illinois Central 201, an 1880 Rogers-built 2-4-4T suburban loco from a restaurant, and placed her on display in front of his plant, reports Gerald Hook, editor of Northstar Chapter, NRHS, newsletter *Northstar News.* Aside from being 96 years old, writes Gerald, she has historical significance in that Casey Jones was assigned to her during the Columbian Exposition in Chicago in 1893. She last saw service during the 1948-'49 Railroad Fair in the Windy City.

According to Minnesota & Western Museum curator Don Lind, also a Northstar member, museum members have repainted and plan to reroof the former Soo Line (Hamel, Minn.) depot to serve as the station for the planned operating loop of trackage. The M&STL 36-foot boxcar has been positioned behind the 2-8-0 No. 471. This car was originally equipped with Fox trucks, replaced with arch bars long ago. The museum needs a pair of Fox trucks to restore the car to its original appearance. This museum is located on 35 acres adjacent to the Soo Line just west of Annandale, Minn. Don can be reached at Box 459, Annandale.

A BIBLIOGRAPHY of 19th century maps tracing the development of rail transportation in America has just been published by the Library of Congress. An index is provided. Railroad Maps of the U.S. is for sale for $2.05 (stock number 3004-00014), by writing to Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. ●●

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

THE AMERICAN HERITAGE HISTORY OF RAILROADS IN AMERICA, by Oliver Jensen, 320 pages, 9x12", hardbound, photos, maps, menus, timetable covers, stock certificates, etc. American Heritage Publishing Co., McGraw-Hill, $29.95. Available at a discount from Railroad Magazine Book Service.

This has to be the finest railroad book ever published. The author is Oliver Jensen, an astute scholar of American history and editor of the nationally-known *American Heritage* magazine. He brings to life in text and hundreds of fine historical photos, paintings, and drawings a tremendous book on U.S. railroads. The pages, in sharp, glossy detail, are rich in the romance of railroading from the days of *The Best Friend of Charleston* to Amtrak.

The front cover with William Harden Foster's *As the Centuries Pass in the Night* sets the pace for many delightful hours. I can't think of a better Christmas gift for railfans. Colored pictures include views of the 1864 Morris & Erie R.R. depot; notables Amoskeag, Baldwin, and Hinkley locomotives; the Ringling Bros. and Barnum & Bailey Circus; an early Northern Pacific travel poster; an 1875 Lake Shore & Michigan Southern fast mail train; Jonah Woodruff's Silver Palace Car of 1868; a two-page UP tourist map of 1893, maps of Union Traction Co. of Indiana from Steve Maguire's collection, and an open car teetering on a trestle on the north slope of California's San Gabriel Valley. These, among others, are sheer artistry of rail Americana.

Erie broad-gage engine No. 144, built by Danforth, Cooke, at Paterson, N.J., in 1867.
From *Railroads in America*, by Oliver Jensen. Collection of Smithsonian Institution

The black and white prints also are gems. For example: a gay 1894 sporting crowd just off a Florida East Coast train at Palm Beach, seven separate trains of Santa Fe's *California Limited* ready for departure from Los Angeles in the early 1920s, a scene at Martha's Vineyard steamboat and train dock, elegant days of Pullman travel, quaint city and country depots, and boomers, hoggers, and brass-pounders of long ago. Such a gallery makes a delightful trip into our unhurried yesterdays.

However, a rude awakening comes toward the end of the book, in a chapter titled "Days of Reckoning," with scenes of empty stations and the demolition of the old Union Station at Portland, Maine. Without Amtrak the devastation would be even worse.

Lending an able hand to Oliver is John H. White, Jr., editor of the Railway & Locomotive Historical Society's *Railroad History* and Curator of Transportation at the Smithsonian Institution. Besides being board chairman of the Valley Railroad at Essex, Conn., Oliver is a rail enthusiast dating back to his youth in New London, Conn.

"I lost my heart to trains at a very early age," he writes, "thanks to my grandfather, Martin E. Jensen, who built me toy railroad cars big and sturdy enough for a boy to sit on and race down the garden walk into a pile of hay, and to my patient father, Gerard E. Jensen, who would take me on odd excursions just for the ride. They both shared with me and millions of others an affection for the great central display piece of railroading, the steam engine. It was a living thing, unlike any other piece of machinery, and it was a symbol that outlasted the device itself. It was the bride at the wedding."

Editor Freeman Hubbard wrote to Oliver: "Thanks for giving me a copy of your new book. It is barely possible that I am more familiar with railroad books than any other living person—I don't know; but I do know that, in my judgment, you have produced the most magnificent one of them all. I say this hesitantly, remembering the greatness of Lucius Beebe and a few other authors, but I still stand by what I said.

"You have chronicled, in text and pictures galore, imaginatively, dramatically, and with an expert knowledge and picture-sense, the excitement and glory and tawdriness of railroad history and personnel. In the sense that Jim Hill said of the Great Northern, 'I've made my mark on the surface of the earth, and they can't wipe it out,' your book is a splendid landmark of rail literature. Words that would appraise it adequately are hard to come by."

AMERICAN SHORT LINE RAILWAY GUIDE, edited by Edward A. Lewis, 146 pages, 8½ x 11˝, softbound, photos, rosters, line history, The Baggage car, $7.95. Available from Railroad Magazine Book Service.

There may be a better book on U.S. short lines, but I've never seen it. Ed Lewis's should delight any short-line enthusiast. This volume is long overdue. With the decision of the U.S. Railway Assn. to abandon thousands of miles of track in order to establish ConRail, more short lines are expected.

Ed writes: "The purpose of this directory is to provide information on the many short lines presently operating. If any one thing stands out, it is their diversity. While several companies operate only a mile of track, others are more than 100 miles in length. Some have revenue of less than $10,000 a year while others have income in the millions. Some have only one or two part-time employees, while others employ hundreds. Some roads own only one small old engine, while other companies own the largest and most modern diesels available."

LEHIGH VALLEY RAILROAD: A PICTORIAL REVIEW, VOL. 1, 2ND EDITION, 128 pages, 8½x11˝, softbound spiral binding, photos, timetables, maps, published by the author, Edward F. Gardner, $5. Available from Railraod Magazine Book Service.

Ed won't let any of his books stay out of print very long. This second edition is limited to 500 copies. Material was gathered from the author's personal collection plus well-known rail picture and timetable collectors. The famed *Black Diamond, Asa Packer,* and *John Wilkes* get especially good treatment.

THE GREAT RAILWAY BAZAAR, by Paul Theroux, 342 pages, 6x9˝, hardbound, text, Houghton Mifflin Co., $10. Available from Railroad Magazine Book Service.

Paul Theroux, New England born novelist and railfan, set out one day from Victoria Station, London, bent on boarding every eastbound train that chugged into sight, eventually returning from Japan on the *Trans-Siberian Express.* He rode, among others, the *Orient Express.* Khyber Pass to-cal, the *Frontier Mail, The Golden Arrow* to Kuala Lumpur, the *Mandalay Express,* and the *Ozora Limited* (are you listening, Frimbo?), with mishaps and detours. The book is adventurous reading, told by an intrepid railfan riding trains with wonderful sounding names.

THE EARLY MOTIVE POWER OF THE BALTIMORE & OHIO R.R., by J. Snowden Bell, 157 pages, 5½x8½˝, hardbound, photos, diagrams, Glenwood Publishers, $8.95. Availble from Railroad Magazine Book Service.

This is a good reprint of J. Snowden Bell's 1912 B&O classic. Of particular interest is a detailed text with pictures of the trial and error development of locomotive designs that became industry standard, including Ross Winans' Camel, and the evolution of the Ten-wheeler. Pix of B&O power 60 years ago are found in a separate chapter. Biographies are included about such pioneers of the road as Winans, Phineas Davis, Samuel J. Hayes, Henry Tyson, Thatcher Perkins, Wm. H. Harrison, and J.J. Cromwell.

TRAIN SHED CYCLOPEDIA NO. 29: FREIGHT CARS 1892, by Wm. Voss, 80 pages, softbound, 8¼ x11½˝, reprinted from original edition, scale drawings, photos, specs, text matter; $5.50 (All titles in his series are published by Newton K.

Gregg and available from Railroad Magazine Book Service.)

TRAIN SHED CYCLOPEDIA NO. 30: RAIL MOTOR CARS 1919-1928, 64 pages, softbound, 8¼x11½", reprinted from original edition, scale drawings, photos, specs, text matter; $4.50.

TRAIN SHED CYCLOPEDIA NO. 31: LOCOMOTIVES (PART 1) FROM THE 1927 LOCOMOTIVE CYCLOPEDIA, 80 pages, softbound, 8¼x11½", reprinted from original edition, scale drawings, photos, specs, text matter; $5.50.

Railroad Memorabilia

MENKEL SOUNDS, P.O. Box 195, Rutherford, N.J. 07070. There are few railfan trips that Dick and Doris Menkel miss to expertly tape record in stereo and mono. Some of the finest I've ever heard. Dick is a perfectionist. His tapes are so sharp you can hear a woodpecker tapping on his tape of ex-Reading 2101 on the *American Freedom Train* in the New England hills last spring. Other fine tapes includes ex-Reading 2102 on two stero casette recordings on the D&H, EL, and Pittsburgh & Shawmut; ex-NKP 759 on two fantrips, and CNR 6060's inaugural excursion from Montreal to Victoriaville, Que., in '73 and another run this past July 26. Good listening all the way.

THE 8TH NOTCH is issued by the PC Club, Mike Yuhas, president, 103 Jefferson Ave., Port Jefferson, N.Y. 11777. He puts out a nice offset newsletter about Long Island R.R. doings, quarterly to all members. Dues $3 a year.

NORTH WESTERN LINES, edited by Joe Follmer, Rte. 2, Box 82, Amherst, Wis. 54406, quarterly $3 per year. An interesting 8½x11" journal for the N.W.L. Historical, Technical, and Modeling Society.

CANADIAN NATIONAL ELECTRIC LINES, edited by T.G.J. Gascoigne for Canadian National Elec. Lines Historical Group, Box 656, Oshawa, Ont., Canada L1H 7L9. Good coverage of CN juice and Oshawa Ry., among others. Good for electric fans.

THE BULLETIN, Railroad Station Historical Society, edited by Wm. F. Rapp (an *Interesting Railfan*), 430 Ivy Ave., Crete, Neb. 68333, photos, maps, diagrams. For $3 a year you can join this fast-growing group and get their interesting Bulletin.

PC RAILROADER, edited by Robert H. Reid, Box 135, East McKeesport, Pa. 15035, has 47 pages, 8½x11", photo-offset, pix, maps, diagrams, text. Six times a year, $9. Single copy, $1.50. A non-profit publication for model railroaders, railfans, and retired and active employees of Penn Central. Not affiliated with PC itself. Readers contribute all material. •

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3 or more. Allow from 4 to 6 weeks for delivery.

New York State resident must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
RAILROADS IN AMERICA, Oliver Jensen	$22.95	($28.50)
THE STREAMLINE ERA, by Robert C. Reed	$24.95	($23.75)
COACH TRAINS AND TRAVEL, by Patrick C. Doran	$14.95	($14.25)
1975 STEAM PASSENGER SERVICE DIRECTORY	$ 2.50	($ 2.38)
THE SOUTH PARK LINE: CONCISE HISTORY	$14.75	($14.20)
MILE-HIGH TROLLEYS (Second Edition)	$12.95	($12.35)
PENNSY STEAM AND SEMAPHORES, by Fred Westing	13.95	($13.25)
GREAT ROCK ISLAND ROUTE, by Edward F. Gardener	5.00	($ 4.75)
EARLY MOTIVE POWER OF B&O, Snowden Bell (reprint)	$ 8.95	($8.50)
CINCINNATI & LAKE ERIE RR., by Jack Keenan	$17.00	($16.15)
HISTORY: ATCHISON, TOPEKA & SANTA FE, Bryant	$12.95	($12.35)
LEHIGH VALLEY RAILROAD PICTORIAL, Gardener	$ 5.00	($ 4.75)
AMERICAN SHORT LINE RY. GUIDE, by E.A. Lewis	$ 7.95	($ 7.60)
THE GOLDEN AGE OF STEAM, by O.S. Nock	$22.50	($21.35)
COLORADO RAILROADS, by T.W. Wilkins	$24.95	($23.75)
UNION PACIFIC STREAMLINERS, by Harold E. Ranks	$40.00	($38.00)
RAILROADS OF NEW JERSEY, by Richard Hyer	$15.95	($15.20)
ERIE LACKAWANNA EAST, by Karl R. Zimmermann	$ 3.95	($ 3.75)
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	($ 8.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Wagner	$ 8.50	($ 8.15)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Edwin D. Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., by Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$10.00	($ 9.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$11.95	($11.35)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$11.95	($11.35)
PENNSYLVANIA RAILROAD K-4S, H.P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	($ 8.50)
PENNSY POWER II, by Staufer and Pennypacker	$16.50	($15.70)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 7.95	($ 7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY: VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T.T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	($13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
GHOST RAILROADS OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J.A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.50	($ 5.20)
STEEL RAILS TO VICTORY, by Ron Ziel	$15.95	($15.20)
GREAT LAKES CARE FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	($10.90)
JANE'S WORLD RAILWAYS	$65.00	($61.75)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	($ 5.65)
AMTRAK CAR SPOTTER, edited by Bob Wayner	$ 4.95	($ 4.70)
THE GREAT TRAINS, Bryan Morgan	$35.00	($33.25)
CHICAGO SURFACE LINES, Alan R. Lind	$17.50	($16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	($ 7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	($ 6.15)
THE ROUTE OF PHOEBE SNOW, by Sheldon S. King	$15.00	($14.25)
NORFOLK & WESTERN STEAM (No. 2), by R. Rosenberg	$ 6.95	($ 6.60)

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no minimum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager. Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all Class 1 railroads and many short lines. Also black and white action photos. Sample and catalog. 35 cents—Midwest Photo, 415 Main, Keokuk, Iowa 52632.

ROGER ARCARA 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120, 160, 116, 616, for large oblong negatives; details free.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I Love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ for our catalog to Remember Radio Inc., 2513U; Norman, Okla. 73069.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

TIMETABLES: buy, sell, trade. Any year, any railroad, public or employee. Free listing of all Amtrak timetables for SSE.—Carol Loucks, 199 Wayland St., Hamden, Conn. 06518.

I WANT to buy railroadiana, single items or complete collections of paper or hardware. Send description and price desired.—Al Rixon, Box 5063, Philadelphia, Pa. 19111.

LAST CHANCE; I need your help! Writing a book about the Duluth, Winnipeg & Pacific (DRL&W, VRL&W, predecessor lines), publication soon. Need photos, tts., firsthand stories. Especially need negs. or photos of CN/DW&P 2-6-0 #484-486, 4-6-0 #1351-1353, 1546 (late '59, early '60), 2-8-0 #1800-1804, 2459, CV 405, 406. In-service photos of 2-8-2 #3000 and 0-6-0 #7066. Need negs, or photos of railfan trips run on DW&P, late 50's, 60's, out of Duluth. Esp. the 1964 Labor Day trip sponsored by Illini Railfan Club. Also need written or photographic evidence or confirmation that DW&P #3000 (probably #2399 then) was displayed at Panama Exposition of 1915. Alco records missing or destroyed. SSE expedites answers. Serious parties only. Please contact Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101.

BUYING NEGATIVES or slides? Tired of continually sending for lists! Rail Film Monthly has new listings of negatives and original slides in each bi-monthly issue. If you'd like to sell these, send SSE describing what have. For sample copy send 75¢, or $4.20 for 6-issue subscription, to RFM, Box 4676, San Fran., Calif. 94103.

WORLD OF SOUTH AMERICAN STEAM, published 1974, still available. From 4-4-0's to Mallets, over 200 photos and steam-finding maps, $7.95 softbound, $10.95 hard.—Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003.

WE ARE THE MOST extensive buyers of timetables. We buy large and small collections. Top prices. Try us first.—Antique Timecard Aquisitors, 21 E. Robin Rd., Holland, Pa. 18966.

WANTED: STOCK CERTIFICATES; any quantity.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

FOR SALE: 110 different railroad emblem watch fobs, $2.50 each. Tie tacs, key chains, tie clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

RAILWAY NEGATIVES and original slides, mostly recent vintage diesel and electric power. Some European and Japanese slides. No list; state requests.—William J. Brennan, 82 Devonshire Rd., Cedar Grove, N.J. 07009.

CATALOG OF 1,000 electric railway photos, for 16¢ stamp, includes ITC, IRR, BCE, WCF&N, Potomac Edison, B&A, W&OD, CR&IC, LVT, 41 others.—Seth Steventon, Kennan, Wisc. 54537.

RAILROAD STOCK CERTIFICATES: Catalog plus beautiful certificate, $2.—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

FOR SALE: steam and diesel pix, many roads, on approval. Send two 10¢ stamps—Max Miller, Railroad Photos, Box 365, College Corner, Ohio 45003.

UNIFORM BUTTONS: Maine Central, New York Central, Georgia Southern & Florida, Ontario & Western, and Spokane International. 70¢ each.—J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

TRACTION PHOTOS: Pennsylvania (from 1940s); Allentown, Altoona, Lancaster, Philadelphia, Pittsburgh, Wilkes-Barre. Also books. Send large SSE.—Ben Rohrbeck, 1003 N. Chester Rd., West Chester, Pa. 19380.

NEW YORK CENTRAL 1976 calendar, a different photo for each month, historical dates noted, $2.50 each. (Ohio residents, please include sales tax.)—New York Central System Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

FOR SALE: pix of stations, depots, cabooses, and coaches, on approval. Send two 10¢ stamps—Max Miller, Railroad Photos, Box 365, College Corner, Ohio 45003.

HARE's "HISTORY of the Reading Railroad" for railfans, historians; 47 rare articles, dated 1909-'14. Includes the mainline, East Penn, Junction, Lebanon Valley, Chester Valley, Perkiomen, Swatara, Schuylkill Canal, over 25 others. 500 copies, limited edition, free brochure. $15.50 postpaid, insured.—Richard Mansley, 7722 Loretto Ave., Philadelphia, Pa. 19111.

RAILROAD COLLECTABLES: lanterns and paperwork, new 1976 list. Price list for 50¢, refundable with $5 minimum order.—Connecticut Valley Railroad Museum, Inc., P. O. Box 786, Orange, Conn. 06477.

ALL NEW FOR 1976. Nickel Plate Society calendar, fourteen 8x10 photos of NKP and predecessors, $2.50 postpaid.—NKPHTS, Box 6212, Ft. Wayne, Ind. 46806.

STILL CAN HANDLE slide or photo orders; but, after 22 years, business is for sale in entirety, or will break up. Complete catalog of 325 sheets of railroads, trolleys, ferries, autos, etc., $15. Price and inventory of specific group or company, $5. Small order (specify road), $1.—35 Slides Co., box 6098, Dept. RR, Colorado Springs, Colo. 80934.

BOOK FOR SALE, "Historical Railroad Lanterns," $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

RAILROADIANA: new large price list; something for almost every collector. I also trade. Send 50¢ to Mike Billet, P.O. Box 206, Red Lion, Pa. 17356.

CREDIT VALLEY RAILWAY: "Steam in Ontario," 12″ L.P. stereo, $6.95; "Steam is clean" bumper stickers, 50¢; CVR buttons (smoke coal, engines Nos. 136 and 1057), 3 for $1; CVR/ORA vinyl decals, $1.25; "Credit Valley Railway: The Third Giant," books, $3.95; engine Nos. 1057 and 136 ceramic wall plaques, $2.50; Credit Valley Railway oldtime wall posters, $1.25; #1057 engine decals, $1.50—Sales Dept., Ontario Rail Association, Inc., P.O. Box 64, Brampton, Ont., Canada, L6V 2K7.

RAILROAD RUBBER STAMPS. Figure of steam locomotive, others. Free sample impressions; also free price list of railroad paper items.—Lawson's, Rte. 4-RO, Salem, Ill. 62881.

RAIL ANTIQUES, locks, lanterns, keys, magazines, paper, whistles, depot stoves, cabooses, caboose stoves, hardware. Three-month subscription to catalog, 50¢.—Caboose Antiques, Magnolia Star Rte., Nederland, Colo. 80466.

WANTED: BUILDERS' and number plates from steam, diesel, electric locomotives. Buy, trade, sell plates. SSE for new list.—Ron Muldowney, 22 Henry St., Basking Ridge, N.J. 07920.

FOR SALE: 1930 era heavy weight combine, ex-CGW 282, good condition, $5,000.—Leon E. Steege, Box 144, Delmont, S.D. 57330.

J. GARDNER, 520 Victoria Park, Toronto, Ont., Canada, wants to buy postcards of locos on display in U.S. southern states, or will trade for same Canadian and British.

OLD STATE and railroad maps: 70-110 years old; all states; some old county maps. SSE, specify state—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

CA&E FANS: 1954 brochure promoting freight service, 12 pages, 6x9″, $1.30; trustees' "No Trespassing" sign, 7x12″, 75¢; 18-page agreement between CRT and CA&E, dated 1925, $1.25—Stein, P.O. Box 1215, Chicago, Ill. 60690.

DINING-CAR MENUS: Erie Lackawanna breakfast, $1.50; dinner, $1.50; both, $2.50. Lackawanna, $3; Union Pacific, $3; with lunch/breakfast insert, $4; Union Pacific Centennial, $8.—L. Smith, 3076 Sunset Court, Cocoa, Fla. 32922.

SEND LONG SSE for list of 100 rail lanterns, also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

DEPOT NEGATIVES WANTED, anywhere in U.S. and Canada, particularly parts of N.Y., Conn., W. Va. Will buy or trade.—Herbert Harwood, 620 Stevenson Lane, Baltimore, Md. 21204.

CLOCKS: DECORATIVE, battery-powered in railroad herald designs, full color. Approximate size 12x14″. Road names: C&NW, MILW, UP, ATSF, PRR, L&N, etc., $19.95. Send SSE and 25¢ for list—Len Beard, Box 112, Wonder lake, Ill. 60097.

WILL BUY or trade eastern railroad negatives, any quantity. Want locos, trains, or stations, also recent Amtrak and transit negatives.—Edward Hunt, 67 Storrs Ave., Braintree, Mass. 02184.

EDWARD F. GRIFFITH, 73 Pennsylvania Ave., Binghamton, N.Y. 13903, is doing studies of railroad folk music. Would like as much as persons can spare in words, music, and hsitory of songs.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD black and white prints and slides for sale. SSE for list.—Tom Marsh, 9238 Neff, Houston, Texas 77036.

WILL TRADE for what I have, pictures, slides, information on Great Northern branchline passenger trains in Minn., Iowa, N. and S. Dakota during '40s-'60s. Also will buy GN items.—Robert Larson, P.O. Box 265, Sioux Falls, S.D. 57101.

W.O. HARPP, 1259 W. 52nd Drive, Merrillville, Ind. 46410, buys, trades rule books, emp. tts., switch keys, and locks.

MIDWESTERN RAILS, a newsletter for fans of Midwestern railroads. 12 monthly issues, $9. For information write White Publishing, 208 N. Stewart St., Geneseo, Ill. 61254.

RAILROAD MAGAZINE from number one! Unique opportunity to purchase almost complete set from first issue, October 1906-1954; part bound. Best offer over $400 plus shipping. Write airmail: Little, 6 Vesper Court, Forest Town, Notts., England NG19 OAN.

STEAM PHOTOS SALE: PM, WAB, NYC, GTW, SOO Line, B&O, CNR, CPR, ONR, TH&B, Essex T. Electrics. List 20¢—C. Butcher, 8 Coyne, St. Thomas, Ont. Canada N5R 4K8.

94 YEARS of Rochester Railways; Trains to Batavia, 1837; Horsecars to N.Y. State Railways, Vol. 1, with 570 illustrations, 280 pages, 5 maps, $7.50. Vol. 2, 1914-1956, has 520 illustrations, 136 of subway, 2 maps, six electric lines briefly to Buffalo, Erie to Avon, Geneva, Sodus Bay, Syracuse, Box 8½x11″—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

DENVER & RIO GRANDE 1890 timetable reprint, showing large system map in color, the final schedules for the mainline narrow gauge, etc. Only $1.25 postpaid.—Colorado Railroad Museum, Box 10, Golden, Colo. 80401.

CLEVELAND TROLLEYS AND INTERURBANS now covered in two books by Harry Christiansen, 325,000 words, 975 pictures, maps, 364 pages. Horsecars, cable cars, electrics, rapids, interurbans, trackless trolleys, and even buses. In two books, Vol. 2 to 1910, $11.50; Vol. 3, 1910 to present, $12.95. Both, $24.45. Never before such a complete rail effort. While they last. Great for Christmas giving.—Trolley Lore, 11800 Edgewater Dr., Suite 902, Lakewood, Ohio 44107.

FOR SALE: authentic railroad spike decorated in simulated gold-leafed. For information write Stephen Corey, 6258 Rhodes Ave., St. Louis, Mo. 63109.

FIVE DIFFERENT IC menus, $3.25. SSE for list of other railroadiana.—Steve Mazanek, 4046 North Harding, Chicago, Ill. 60618.

PASSENGER-CARRYING Miniature trains, 3½″ to 24″ gauges, steam, gas; new or used, custom-built. Brochure, dozen photos, $2—Trains, 142R County St., Seekonk, Mass. 02771.

WANTED TO BUY by private collector: news agent ("butchers") items, Union News, Interstate News, Fred Harvey, etc. Also uniform cap badges, buttons, uniform parts, toys, Thomas Jackson joke books, glass lanterns, pistols, baskets, hampers, any equipment used on trains or sold in rail or bus newsstands. Give description and price—B. W. Swann, 2744 W. Ocotillo Rd., Phoenix, Ariz. 85017.

WANTED: RAILROAD MAGAZINE single issues dated August 1931, November 1932, April 1933. Write, stating condition and price—Fred M. Springer, 17 Glen Oaks Ave., Summit, N.J. 07901.

COLOR DIESEL SLIDES. Thousands to choose from, representing hundreds of major RR's, shortlines, industries. Constantly expanding inventory from across North America. For current catalog and sample send $1 to Porreca, Box 22, Boulder, Colo. 80302.

1976 BLUEGRASS RAILROAD CLUB calendar featuring Midwestern and Southeastern steam, diesel, traction, $2.50—Dr. Wesley Ross, 1749 Bahama Rd., Lexington, Ky. 40511.

RAILROAD BOOK (new) 20 percent off: Pennsy Power II, $12; Erie Power, $16; Reading Power Pictorial, $18.20; 60¢ postage each. Send SSE for list—E. Berle, Box 212, Southampton, Pa. 18966.

FOR SALE: Trains Magazine, 1969-'75; Railroad Magazine, 1941-75; 75¢ each.—E. Graff, RR 1, Box 646, East Alton, Illinois 62024.

MOVING, FOR SALE: railroadiana, hardware, books, pictures, lanterns, bells, whistle, many items. SSE for list.—Saville, 839 Touhy, Park Ridge, Illinois 60068.

PPR BRASS, Akane 2-4-4-2, super-detailed Aristo 0-6-6-0. Trade for old automobile. Also want PRR calendar pictures 1926, '27, '30, '31, '32. Send SSE—Bruce Saylor, 2836 Leon Ave., Audubon, Pa. 19407. (Phone: 215-666-6572.) •

Coming Events

(No charge for listing in this section)

Nov. 28-Jan. 4: Christmas Festival weekdays 4-9 p.m.; weekends 2-9 p.m. Closed Christmas Day, Edaville R.R., South Carver, Mass.

Nov. 29-30: Santa Claus train, reserved seats only, Wilmington & Western R.R. Lv. Greenbank sta. 1 p.m. for Yorklyn, Dela.

Dec. 6: Mass. Bay Railroad Enthusiasts' Edaville Express. Tripleheader steam behind ex-Monson and ex-Bridgeton & Harrison n.-g. at Edaville R.R. Special bus. Ride train, view Yuletide displays. Lv. Hudson bus terminal, Medford, Mass., 11:15 a.m.; Sullivan Sq. Sta. (MBTA) 11:30 a.m. Return to Boston 6:30 p.m. Trip runs regardless of weather. Adults (incl. bus and train) $14.25, kids $11. Info from Trip Chairman, MBRE, Box 136, Ward Hill, Mass. 01830.

Dec. 6-7: Collector-Rama, trains, railroadiana, etc., table rentals, new Elks ballroom, Third and Mulberry at Mansfield, Sat. 1 p.m.-7 p.m.; Sun., 9 a.m.-5 p.m. Query John Smith, 385 S. Main St., Mansfield, Ohio 44903.

Dec. 6-7; 13-14; 20-21: Santa Claus special with gifts for kids 1:15, 2:30, 3:45 p.m. Christmas Light Specials 7, 8:15 p.m. Adults $2.50, kids $1.50. Valley Railroad, Essex, Conn.

Dec. 7: Suffolk County Model RR Engineers. Buy, sell, trade models, other railroadiana; limited tables available; door prizes, refreshments. Adult registration at door $2, kids under 12 free. K. of C. Hall, 52 Hawthorne Ave., East Islip, N.Y. Contract Ed Jablonsky, 25 Race Place, Oakdale, N.Y. 11769.

Dec. 7: Traction doubleheader sponsored by Metro. Phila. Ry. Assn. Morning trip in repainted Brill coach on Frankford Div. trackless trolley. Afternoon on PATCO high-speed line to Lindenwold, may use SOAC equipment. Either trip $5. Combination ticket $8. Bob Gordon, 24-B1 Reese Ave., Newtown Square, Pa. 19073.

Dec. 7, 14: Santa Claus Days, free gifts for kids. Strasburg (Pa.) Rail Road.

Dec. 7, 14, 21: Santa Claus days aboard trolley. Gifts and hot cocoa for kids. Branford Trolley Museum, East Haven, Conn.

Dec. 13: Westfield Senior High Railroaders model rr. hobby show and sale. Movies, door prizes, 6000 sq. ft. of exhibits. 10 a.m.-5:30 p.m., Westfield (N.J.) Senior High School, 550 Dorian Rd., (exit 135, Garden State Parkway) Adults $1, kids 50¢. Write Chris Cotty, president, 236 Avon rd., Westfield, N.J.

Dec. 13-14: Christmas special. Monticello & Sangamon Valley Ry., Monticello, Ill.

Dec. 20-21: Allegheny Central Covington Winter Holiday special with ex-CP 4-6-2 No. 1286 hauling heated coaches and private car Blackhawk leased for parties. Lv. Covington, Va., for run up Hot Springs branch. Adults $6.50, kids $3.50. Contact George Clinebell, Box 313, Ronceverte, W.Va. 24970.

Dec. 20-21: Santa Claus special. Christmas carolers. New Hope & Ivyland R.R., New Hope, Pa. •

Pen Pals Wanted

(No charge for entries in this section.)

Fraulein Stefanie Kersting (age 12), Brambachstrasse 4, 5 Cologne 16, Federal Republic of Germany, daughter of railwayman, will correspond with a railroader's daughter of similar age. Hobbies include riding, animals, music.

Robert C. Oehmer, Jr., 3211 Cristo Lane, Jacksonville, Fla. 32211, wants to hear from single railfanettes, aged 18 to 30.

Mlle. Sylvie Fevrier (age 14), 1 Rue Louise Riglet, 89400 Migennes, France, daughter of French RR. yardmaster, will correspond in English or French with a railroader's daughter. Likes movies, swimming, bicycling, animals.

John Purkins (age 31), 104 Kerrysdale Ave., Leicester, England, wants pen pals to swap railroad books, magazines, etc.

Miss Nenita C. Rico (age 23), 61-C Maria Cristina St., Cebu City 6401, Philippine Islands, cashier, Catholic, 5′4″, 110 lbs., interested in reading, writing, cookery, swimming, wants pen pal.

Fred H. Ekstam (age 85), 431 N. 33rd St., Kansas City, Kan. 66102, retired railroader in poor health, needs cheer-up letters and cards.

Mlle. Patricia Saby (age 14), 62 Avenue de Limoges, 87170 Isle, France, daughter of French locomotive engineer, will correspond in English with a railroader's daughter. Likes reading, swimming, tennis and travel.

Merle S. Conrad, R.D. 6, Lancaster, Pa. 17602, in wheelchair, crippled by farm tractor accident, needs cheer-up letters and cards.

Miss Tresita T. Pulgo (age 26), 777-D Jakosalem St., Cebu City, Philippines, college senior, 5′ tall, 100 lbs., wants pen pal. Interested in church, bowling, swimming, cooking, making a business.

Mlle. Corinne Pizzin, Gare SNCF, 06190 Roquebrune, Cap Martin, France, daughter of French RR. stationmaster, will correspond in English with a railroader's daughter. Likes reading, swimming, volley ball.

Dhr. Anton Blickman, (age 54), Palamedestraat 17, Haarlem, Holland, Dutch railwayman, will correspond in English with British Railway employee, male or female, living in or near London. Interested in jazz, tape recording, slide shows, photography. •

For nearly 80 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and centre-spread, and a Panorama section of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances, with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects—mainly British, but including overseas items.

Subscription post free, $14.30 per year ($27.60 airmail)

RAILWAY MAGAZINE

**DORSET HOUSE,
STAMFORD STREET,
LONDON, SE1 9LU ENGLAND**

CAMERA 35 Box 9500, Greenwich, Connecticut 06830

Gentlemen:

Please enter my subscription to CAMERA 35 at the introductory rate of 10 issues for only $4.44 (regularly $8.00 by subscription). I understand I may cancel at anytime and receive a refund on all unmailed issues.

☐ Double my savings. Send 20 issues for $8.88

☐ PAYMENT ENCLOSED ☐ BILL ME

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Canadian Addressess add $2.00 per year postage; Pan-American add $3.00; Foreign $5.00

THE BEST PICTURES OF YOUR LIFE MAY BE JUST A FEW ISSUES AWAY!

Great shots sometimes happen by chance, but a thorough-going knowledge of photography narrows the odds in your favor! How you see things and what you can do about it . . . is CAMERA 35's special concern. It is our job to help you get your ideas on film.

Photography is an expanding universe of creative ideas. Our editorial approach is specific enough to let you know what's going on in the world of the 35mm photography . . . yet broad enough to keep you in touch with the trends and counter-trends in the wider world of visual communication.

Photographic essays play a big part in the scheme of things. Gain insights into your own work by seeing and understanding the images of others. A growing visual awareness gives your work greater depth and dimension. Suddenly—your images have new meaning and impact.

Test Reports . . . Newsletters . . . Regular Columnists . . . Photographic Essays . . . Profiles and Interviews . . . Serialized Installments . . . Readers' Gallery are just a few of the features you will be encountering during your subscription.

In every issue there are concise, comprehensive, and informative How-To articles which focus on a specific aspect of 35mm photography. Read what the experts and professionals have to say. CAMERA 35 helps you get it all together. Develop your photographic skills to match every challenge you can devise. Perhaps, you are just a few issues away from the best pictures of your life.

10 Issues $4.44 or Double Your Savings 20 Issues $8.88

Here's a great opportunity for RAILROAD readers, to begin assembling their own collection of Railroad memorabilia. Imagine seeing framed prints of your own pictures of steam... diesel... rolling stock... Scenes along the right way. It can happen. CAMERA 35 points the way.

"Somebody still cares about quality."